CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Initial Study/ Mitigated Negative Declaration

7035 Laurel Canyon Project

Case Number: **ENV-2022-7906-MND**

Project Location: 7023 - 7037 N. Laurel Canyon Boulevard, North Hollywood, CA 91605

Community Plan Area: North Hollywood – Valley Village

Council District: 2 – Paul Krekorian

Project Description: The 7035 Laurel Canyon Project (the "Project") would include demolition of the existing 36,160 square foot building and clearing of the associated surface parking area and the construction of a new mixed-use building containing 243 residential dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, and approximately 5,126 square feet of ground-floor commercial uses. The proposed building would be approximately 257,751 square feet in size and would include up to 6 stories with a maximum height of 71 feet exclusive of rooftop appurtenances, railings/guardrails, stair and elevator shafts, and/or roof projections. The Project would include a total of 413 vehicular parking spaces in a quarter level of above grade parking and two levels of subterranean parking and would provide bicycle parking spaces pursuant to the City's Bicycle Ordinance. The Project includes 27,725 square feet of open space consisting of 2,650 square feet of private balconies, 3,468 square feet of indoor common space and 21,607 square feet of outdoor common space. In order to permit development of the Project, the City would require approval of the following discretionary actions: (1) a General Plan Amendment to revise the land use designation in the North Hollywood – Valley Village Community Plan Area from Limited Manufacturing and Parking Buffer to Community Commercial; (2) a Zone Change and Height District Change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL to C2-1VL Zone over the entire Project Site; (3) pursuant to LAMC Section 11.5.11(e), three developer incentives in connection with the requested General Plan amendment and Zone Change to permit: i. Increase the maximum Floor Area Ratio from 1.5 to 2.65; ii. A height increase to a maximum of 71 feet and 6 stories in lieu of the maximum 45 feet and 3 story height limit otherwise permitted in Height District 1VL; iii. Increase in transitional height of 2 feet and 8 inches to permit a height of 27 feet and 8 inches within 0-49 feet of an R1 zone, 8 feet to permit 41 feet within 50-99 feet of an R1 zone, 16 feet to permit 61 feet within 100-165 feet of an R1 zone, and 26 feet to permit 71 feet within 166-199 feet of an R1 zone; (4) Site Plan Review; and (5) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation/shoring permits, tree removal permits, building permits, and sign permits in order to execute and implement the Project.

PREPARED FOR:
The City of Los Angeles, Department of City Planning

PREPARED BY:
EcoTierra Consulting, Inc.

APPLICANT:
Jacmar NoHo, LLC

September 2023

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1 INTRODUCTION

An application for the proposed 7035 Laurel Canyon Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles (City), as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study evaluates the potential environmental effects that could result from the construction, implementation, and operation of the Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment. As a result, a Mitigated Negative Declaration (MND) is included with this Initial Study. This IS/MND is intended as an informational document and is ultimately required to be adopted by the decision-making body prior to Project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

1 State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that a project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (https://opr.ca.gov/ceqa/).

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the Project may have a significant effect on the environment. This Initial Study determined that the Project could have potentially significant environmental impacts but mitigation measures agreed to by the applicant would avoid or reduce such impacts to a point where clearly no significant impacts would occur.

A Notice of Intent to Adopt an MND or Negative Declaration (ND) is provided to inform the general public, responsible agencies, trustee agencies, and the county clerk of the availability of the document and the locations where the document can be reviewed. A 20-day review period (or 30-day review period when the document is submitted to the State Clearinghouse for state agency review) is identified to allow the public and agencies to review the document. The notice is mailed to any interested parties and is noticed to the public through publication in a newspaper of general circulation.

The decision-making body then considers the MND or ND, together with any comments received during the public review process and may adopt the MND or ND and approve the Project. In addition, when approving a project for which an MND or ND has been prepared, the decision-making body must find that there is no substantial evidence that the project will have a significant effect on the environment, and that the MND or ND reflects the Lead Agency's independent

judgement and analysis. When adopting an MND, the Lead Agency must also adopt a Mitigation Monitoring Program (MMP) to ensure that all proposed mitigation measures are implemented to mitigate or avoid significant environmental effects.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**7035 Laurel Canyon Project**
ENVIRONMENTAL CASE NO.	**ENV-2022-7906-MND**
RELATED CASES	CPC-2022-7905-GPAJ-ZCJ-HD-SPR-HCA

PROJECT LOCATION	7023 - 7037 N. Laurel Canyon Boulevard Los Angeles, CA 91605
COMMUNITY PLAN AREA	North Hollywood-Valley Village
GENERAL PLAN DESIGNATION	Limited Manufacturing and Parking Buffer
ZONING	M1-1VL, CM-1, [Q]CM-1VL, P-1VL, [Q]P-1VL
COUNCIL DISTRICT	2 – Paul Krekorian

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Maren Gamboa
ADDRESS	6262 Van Nuys Boulevard, Room 430 Los Angeles, CA 91401
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APPLICANT	Jacmar NoHo, LLC
ADDRESS	2200 W. Valley Boulevard, Alhambra, CA 91803
PHONE NUMBER	(213) 952-1763

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.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology / Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use / Planning	☒ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities / Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology / Soils	☐ Population / Housing	☐ Mandatory Findings of Significance

DETERMINATION

(To be completed by the 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.

Maren Gamboa	City Planner
PRINTED NAME	**TITLE**
	September 25, 2023
SIGNATURE	**DATE**

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 that 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 significance.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The 7035 Laurel Canyon Project (the Project) would include demolition of the existing 36,160 square foot building and clearing of the associated surface parking area and the construction of a new mixed-use building containing 243 residential dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, and approximately 5,126 square feet of ground-floor commercial uses. The proposed building would be approximately 257,751 square feet in size and would include up to 6 stories with a maximum height of 71 feet exclusive of rooftop appurtenances, railings/guardrails, stair and elevator shafts, and/or roof projections. The Project would include a total of 413 vehicular parking spaces in a quarter level of above grade parking and two levels of subterranean parking and would provide bicycle parking spaces pursuant to the City's Bicycle Ordinance. The Project includes 27,725 square feet of open space consisting of 2,650 square feet of private balconies, 3,468 square feet of indoor common space and 21,607 square feet of outdoor common space. In conformance with LAMC Section 12.21.G, 25 percent of the provided outdoor common open space is required to be landscaped, or a minimum of 5,402 square feet. The Project would include 5,414 square feet of landscaped outdoor common open space.

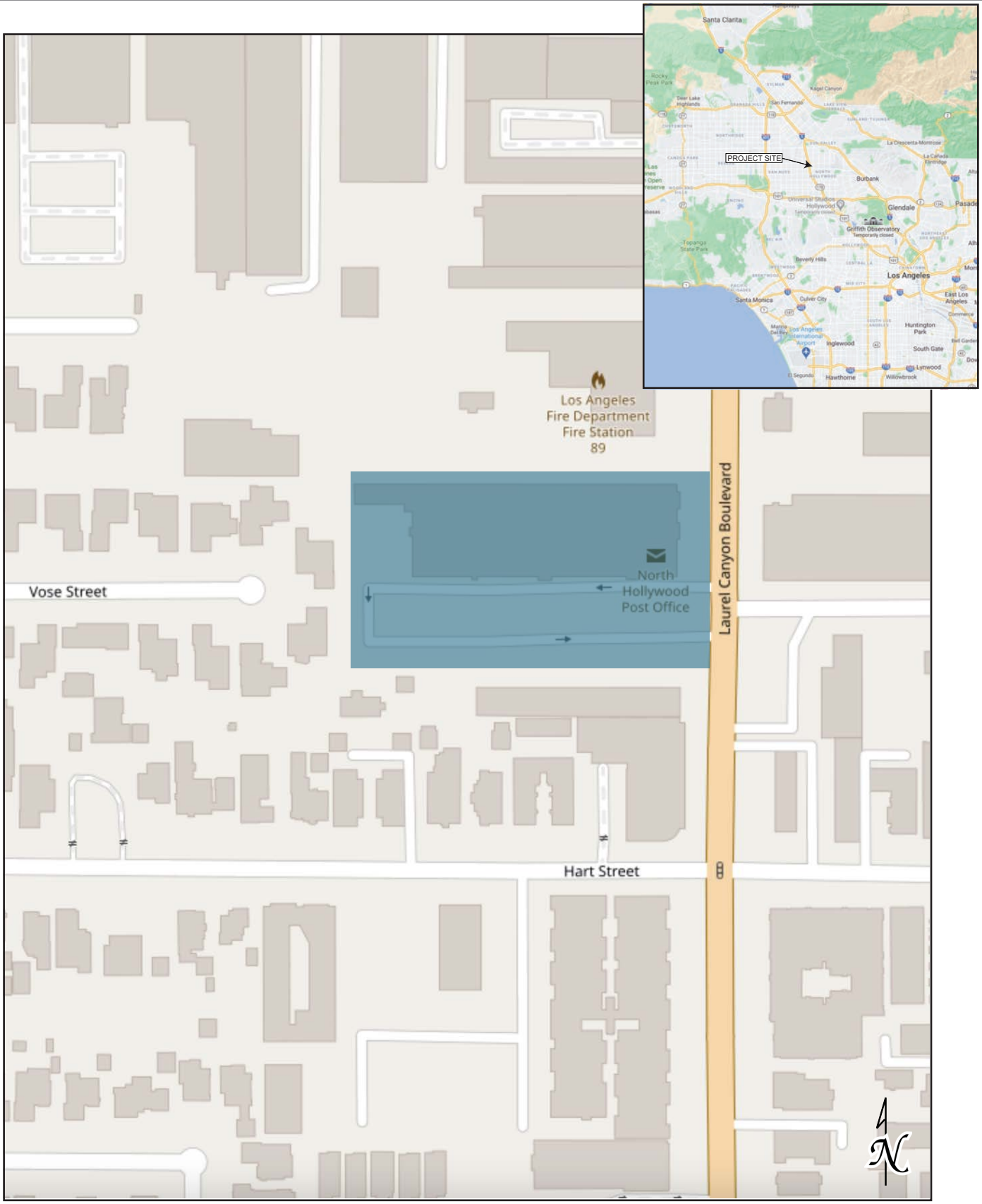
3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project includes two parcels located at 7023 - 7037 N. Laurel Canyon Boulevard in the North Hollywood community of the City of Los Angeles (the City) and is associated with Assessor Parcel Numbers (APNs) 2321-005-042 and 2321-005-043. The pre-dedicated lot area of the Project Site is approximately 97,265 square feet (2.23 acres) (see Figure 3.1*, Regional and Project Vicinity Location Map* and Figure 3.2, *Aerial Photograph of the Project Site*). The Project Site fronts approximately 232 feet along the westerly side of N. Laurel Canyon Boulevard. The Project Site is currently developed with a one-story 36,160 square foot commercial building, which is occupied by the U.S. Postal Services and an insurance business, and associated surface parking.

Regional access to the Project Site is provided by the Hollywood Freeway (CA-170), approximately 0.7 mile to the west. Local access to the Project Site is provided by N. Laurel Canyon Boulevard, Sherman Way, and Vanowen Street.

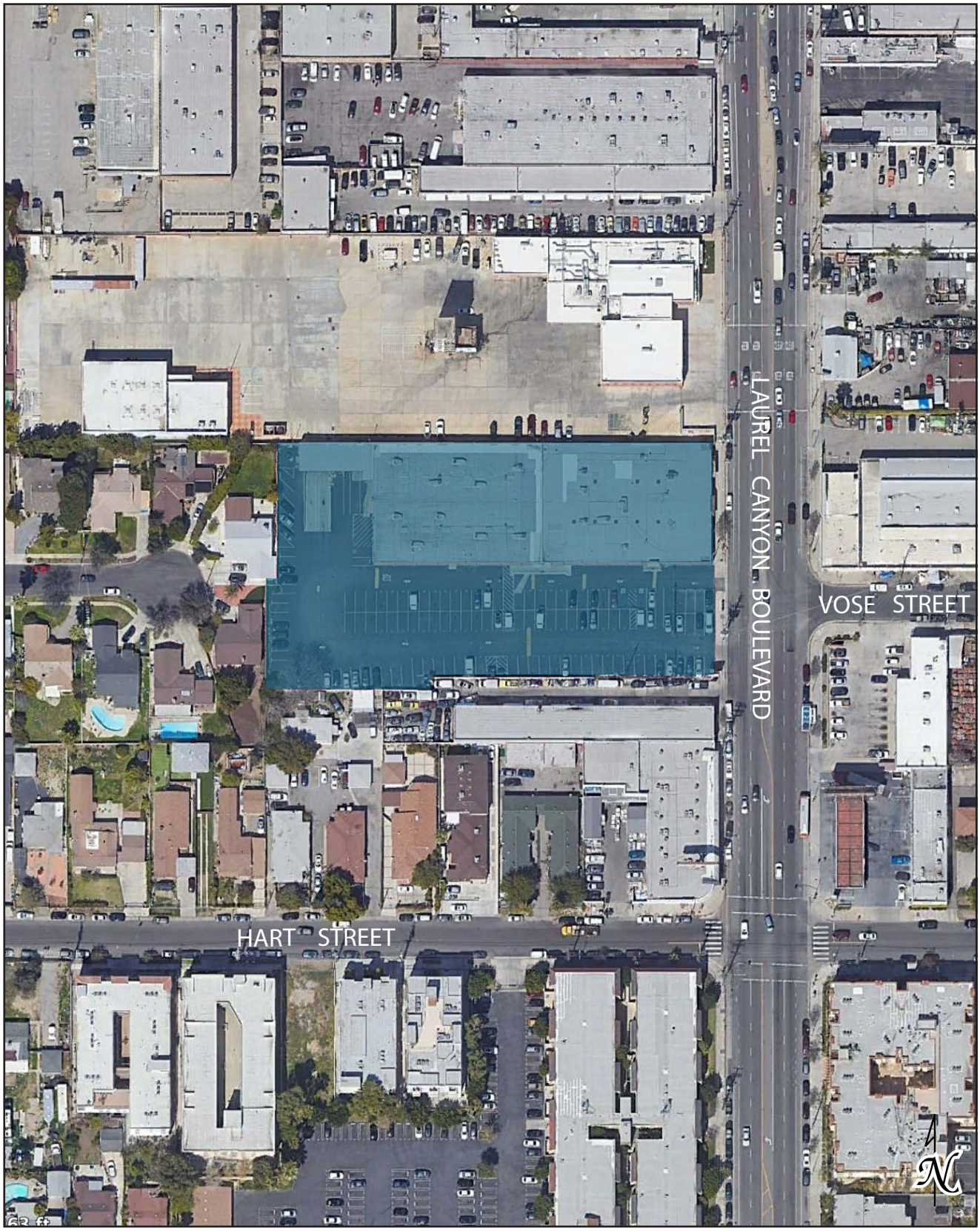
Along N. Laurel Canyon Boulevard, Metro Bus Local Line 230 runs north-south and provides local service between Sylmar and Ventura Boulevard. At the intersection of N. Laurel Canyon Boulevard and Sherman Way, approximately 0.12 miles north of the Project Site, Metro Bus Local Line 162 provides local bus service runs west-east and provides local service between North Hollywood and Topanga Canyon Boulevard.



Project Site

Source: OpenStreetMaps, April 2022.

Figure 3.1
Regional and Project Vicinity Location Map



Project Site

Source: Google Earth, April 2022.

Figure 3.2
Aerial Photograph of the Project Site

3.2.2 Existing Conditions

The Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. The Project Site contains vegetation landscaping along a portion of the commercial frontage and one non-protected tree within the adjacent right-of-way. See Figure 3.3, *Views of the Project Site*. The Project Site is located within the North Hollywood-Valley Village Community Plan (Community Plan) and is designated for Limited Manufacturing land uses and Parking uses by the Community Plan. The corresponding zones for the Limited Manufacturing Designation include M1, MR1, and P and the corresponding zone for the Parking Buffer Designation is P. As shown in Figure 3.4, *City Zoning Designations*, the Los Angeles Municipal Code (LAMC) establishes the zoning for the Project Site. The designations are defined as follows:

- Northern portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned M1-1VL (Limited Industrial – Height District 1 Very Limited). Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

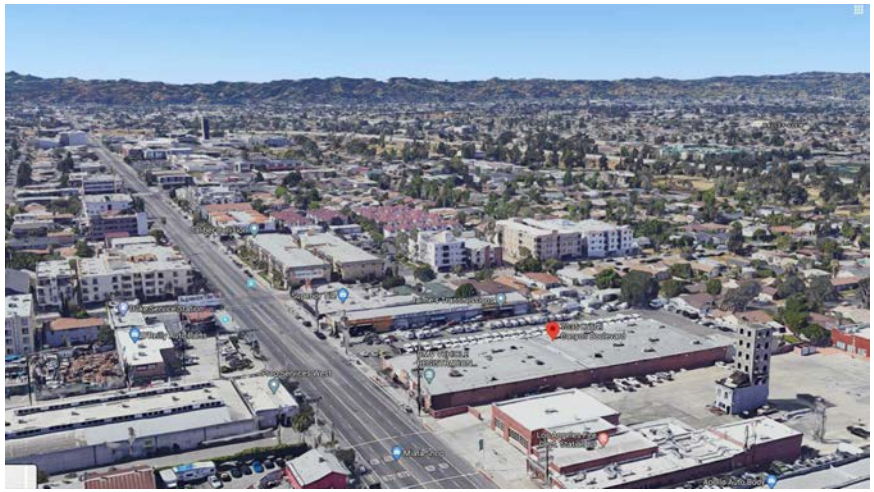
- Central portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned CM-1 (Commercial Manufacturing – Height District 1). Height District No. 1 allows unlimited building heights, but limits the floor area ratio (FAR) to 1.5:1.

- Southern portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned [Q]CM-1VL (Commercial Manufacturing – Height District 1 Very Limited). The Q condition restricts the height of development to two stories and requires specific landscaping guidelines along the southern property line. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Rear northern portion of the Project Site is zoned P-1VL (Automobile Parking – Height District 1 Very Limited). Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Rear southern portion of the Project Site is zoned [Q]P-1VL (Automobile Parking – Height District 1 Very Limited). The Q condition restricts the height of development to two stories and requires specific landscaping guidelines along the southern property line. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

The Project Site is not located in a Historic Preservation Review or Overlay Zone. Further, the Project Site is not in a Hillside Area or subject to Hillside Construction Regulation and is not located in a Clean Up-Green Up (CUGU) area. The Project Site is located within an Urban Agriculture Incentive Zone, however, the Project does not involve a contract to use vacant property for agricultural purposes in exchange for reduced property taxes. The Project Site is located within the boundaries of a State Enterprise Zone.



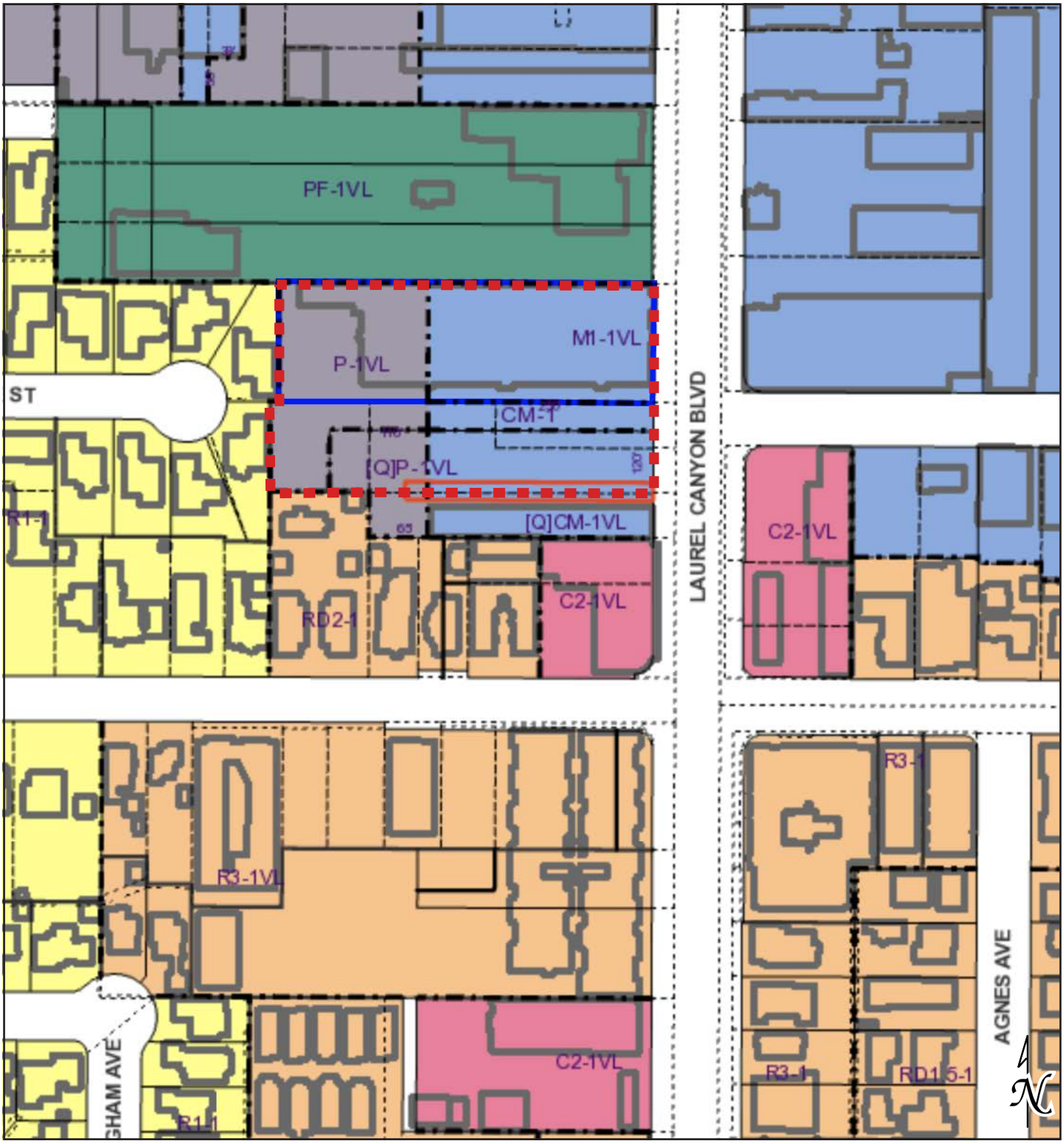
EXISTING SITE AERIAL

VIEW 1 - ON LAUREL CANYON BLVD TOWARDS NORTH

VIEW 2 - ON LAUREL CANYON BLVD TOWARDS SITE

Source: MVE + Partners, March 2022.

Figure 3.3
Views of the Project Site



Project Site

Source: City of Los Angeles Planning Zimas Maps, April 2022.

Figure 3.4
City Zoning Designations

The Project Site is not located within a Very High Fire Severity Zone, Flood Zone, Watercourse, Hazardous Waste zone, a High Wind Velocity zone, a Landslide area, Preliminary Fault Rupture Study Area, a Tsunami Inundation Zone, a Methane Buffer Zone, or a liquefaction zone. The Project Site is located 3.87 miles from the Verdugo Fault and is not located within an Alquist-Priolo zone.[2]

The Project Site is not located within 500 feet of a school (Bellingham Elementary School is located approximately 0.5 mile south) and not located within 500 feet of a park or an Airport Hazard area. Fire protection service is provided by Fire Station 89, Battalion 18 of the Los Angeles Fire Department. Police services are provided by Reporting District 1503, North Hollywood Division, Valley Bureau of the Los Angeles Police Department.

Within the Project Site area, the City's Mobility Plan 2035 classifies N. Laurel Canyon Boulevard adjacent to the Project Site as Avenue I with a designated right-of-way width of 100 feet and a designated roadway width of 70 feet.[3] N. Laurel Canyon Boulevard is designated as a Tier 2 Bicycle Lane by the City's Mobility Plan 2035.[4]

3.2.3 Surrounding Land Uses

The Project Site shares a 20-foot Community Driveway with the property to the south (with 12 feet of the community driveway on the Project Site and 8 feet on the parcel immediately south of the Project Site).[5] To the north of the Project Site is a Los Angeles Fire Department (LAFD) Training Station located in a PF (Public Facilities) zone. To the south of the Project Site are a one-story auto repair shop and parking lot in the CM and P zones, a one-story commercial tile store in the C2 zone, and one- to two-story multi-family apartments in the RD2 zone. To the west are one-story single-family homes in the R1 zone. To the east, across Laurel Canyon Boulevard, are one-story commercial stores, warehouses and parking lots in the M2 zone and one-story commercial stores, parking lots and a gas station in the C2 zone. Refer to Figure 3.5*, Views of Surrounding Uses, Views 1, 2, and 3,* and Figure 3.6*, Views of Surrounding Uses, Views 4, 5, and 6.*

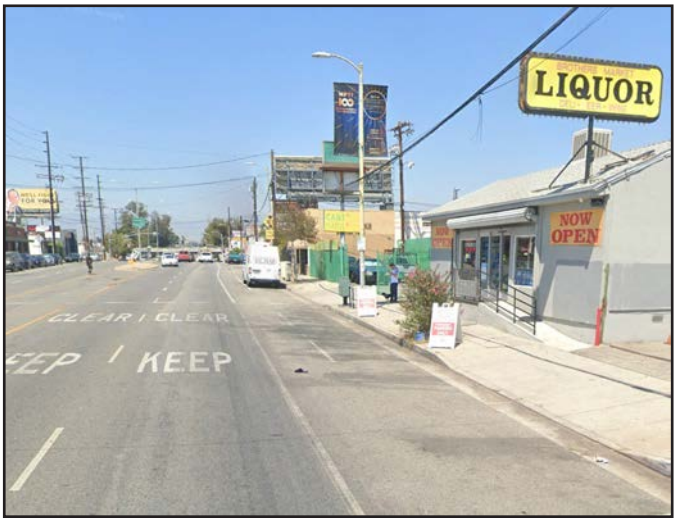
2 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

3 City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map A2, September 2016.

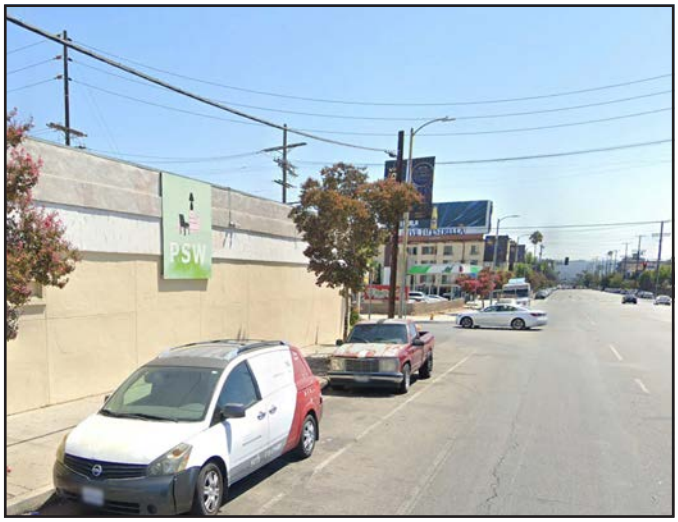
4 City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map D2, September 2016.

5 AFF-52167.

View 1: View looking northwest from Laurel Canyon Boulevard towards the adjacent Los Angeles Fire Department Station No. 89.



View 2: View looking north along Laurel Canyon Boulevard towards commercial uses.



View 3: View looking south along along Laurel Canyon Boulevard towards commercial uses.

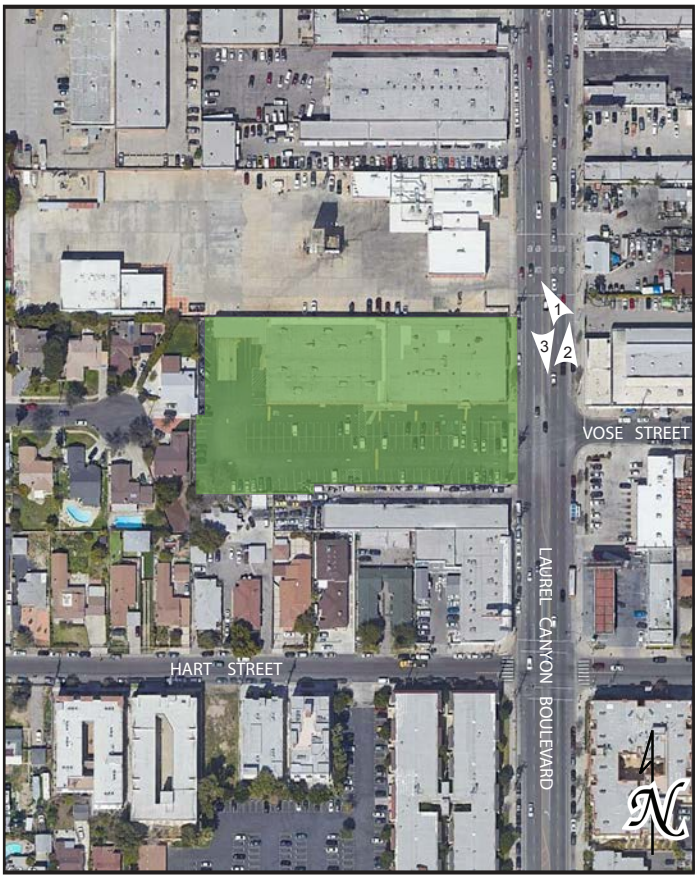
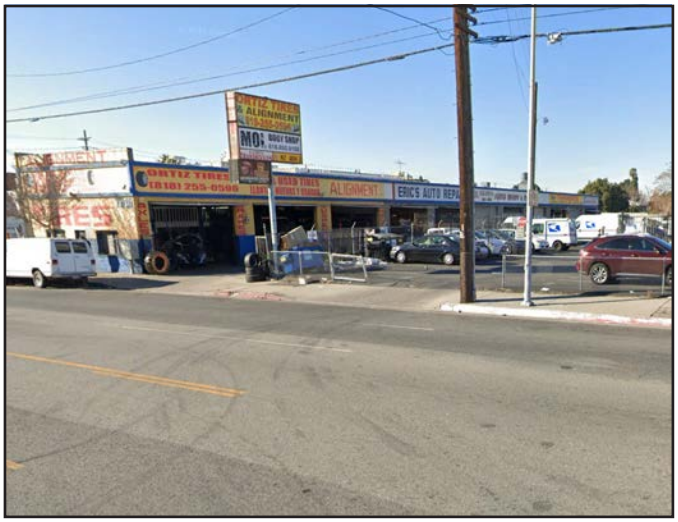


PHOTO LOCATION MAP

Source: GoogleEarth, August 2022.

Figure 3.5
Views of Surrounding Uses
Views 1, 2, and 3



View 4: View looking southwest from Laurel Canyon Boulevard towards the adjacent commercial uses.

View 5: View looking northwest from Hart Street towards residential uses.

View 6: View looking east along along Vose Street towards residential uses.

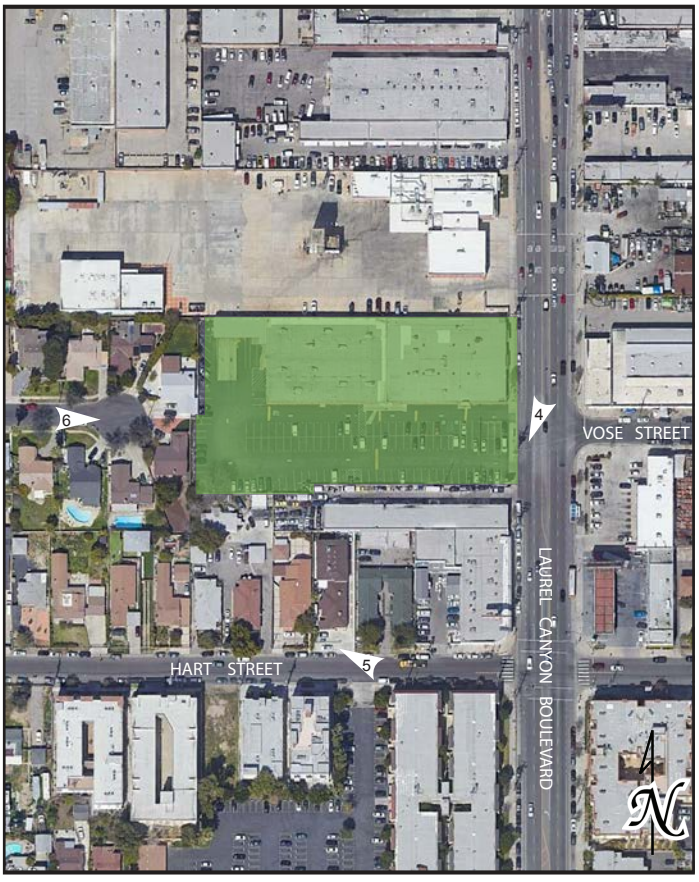


PHOTO LOCATION MAP

Source: GoogleEarth, August 2022.

Figure 3.6
Views of Surrounding Uses
Views 4, 5, and 6

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project includes demolition of the existing 36,160 square foot building and clearing of the associated surface parking area and the construction of a new mixed-use building containing 243 residential dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, and approximately 5,126 square feet of ground-floor commercial uses. The proposed building would be approximately 257,751 square feet in size, resulting in a FAR of 2.65:1. The Project would include up to six stories with a maximum height of 71 feet exclusive of rooftop appurtenances, railings/guardrails, stair and elevator shafts, and/or roof projections. Table 3.1, *Project Development Summary*, summarizes the proposed land uses. The Project's floor plans are shown on Figures 3.7 through 3.17.

Table 3.1
Project Development Summary

Land Use	Amount
Residential Units (du)	
Live/Work	17
Studio	42
One-Bedroom	56
Two-Bedroom	128
Total Units (du)	**243**
Commercial (sf)	
Commercial Space 1	2,589
Commercial Space 2	2,537
Total Commercial (sf)	**5,126**
Parking Spaces	
Residential	360
Commercial	53
Total Automobile Parking Spaces	**413**
Residential Bicycle	
Long-Term Basement (Bicycle)	136
Short-Term Street (Bicycle)	14
Commercial Bicycle	
Long-Term Basement (Bicycle)	2
Short-Term Street (Bicycle)	2
Total Bicycle Parking Spaces	**154**
Open Space (sf)	
Private Open Space	
Balconies	2,650
Total Private Open Space (sf)	***2,650***
Common Open Space	
Common Outdoor Space	21,607
Common Indoor Space	3,468
Total Common Open Space (sf)	***25,075***

Table 3.1
Project Development Summary

Land Use	Amount
Total Open Space (sf)	**27,725**
Landscaped Area (sf)	
Outdoor Landscape Space	5,414
Total Landscaped Area (sf)	**5,414**
du = dwelling units; sf = square feet *Source: MVE + Partners, October 2022.*	

Zoning Conformance

Affordability

The Applicant is requesting entitlements subject to affordability requirements codified in LAMC Section 11.5.11(a)(1)(iii), which requires no less than 5 percent of the total units at rents affordable to Extremely Low Income households, and either 11 percent of the total units at rents affordable to Very Low Income households or 20 percent of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units.

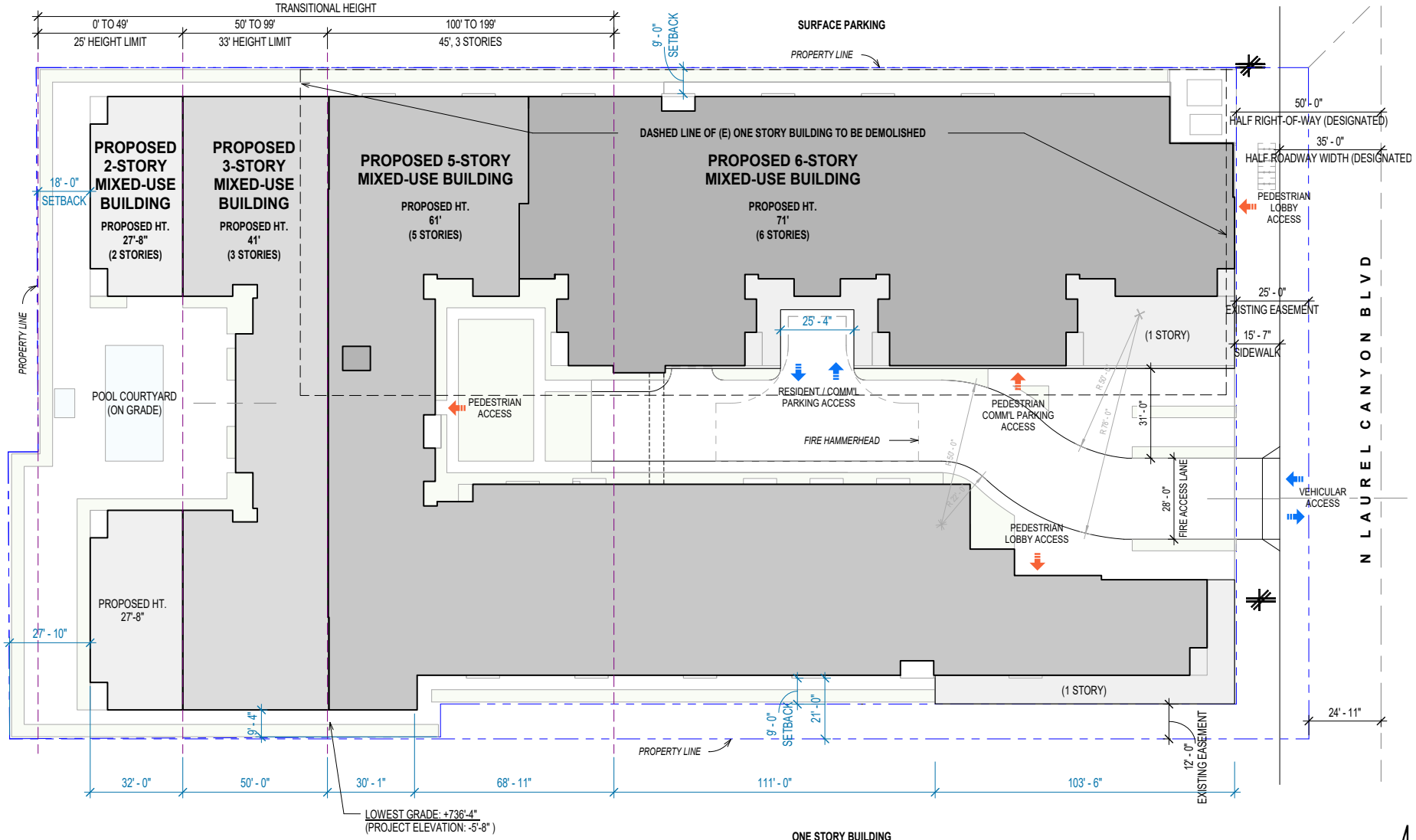
The Project would restrict 5 precent of the proposed dwellings as Extremely Low Income (13 total units) as well as 11 percent of the proposed dwellings as Very Low Income (27 total units) in accordance with California Department of Housing and Community Development (HCD) rent schedules.

Density

The Project Site is currently zoned M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL and is located within the North Hollywood-Valley Village Community Plan Area. Residential units are not permitted in the P1 Zones and are not permitted in the M1 zone without a Conditional Use Permit. The CM zone allows residential uses with the density calculated at 800 square feet of lot area per unit. Therefore, as currently zoned, only the southeast corner of the Project Site is zoned for residential use.

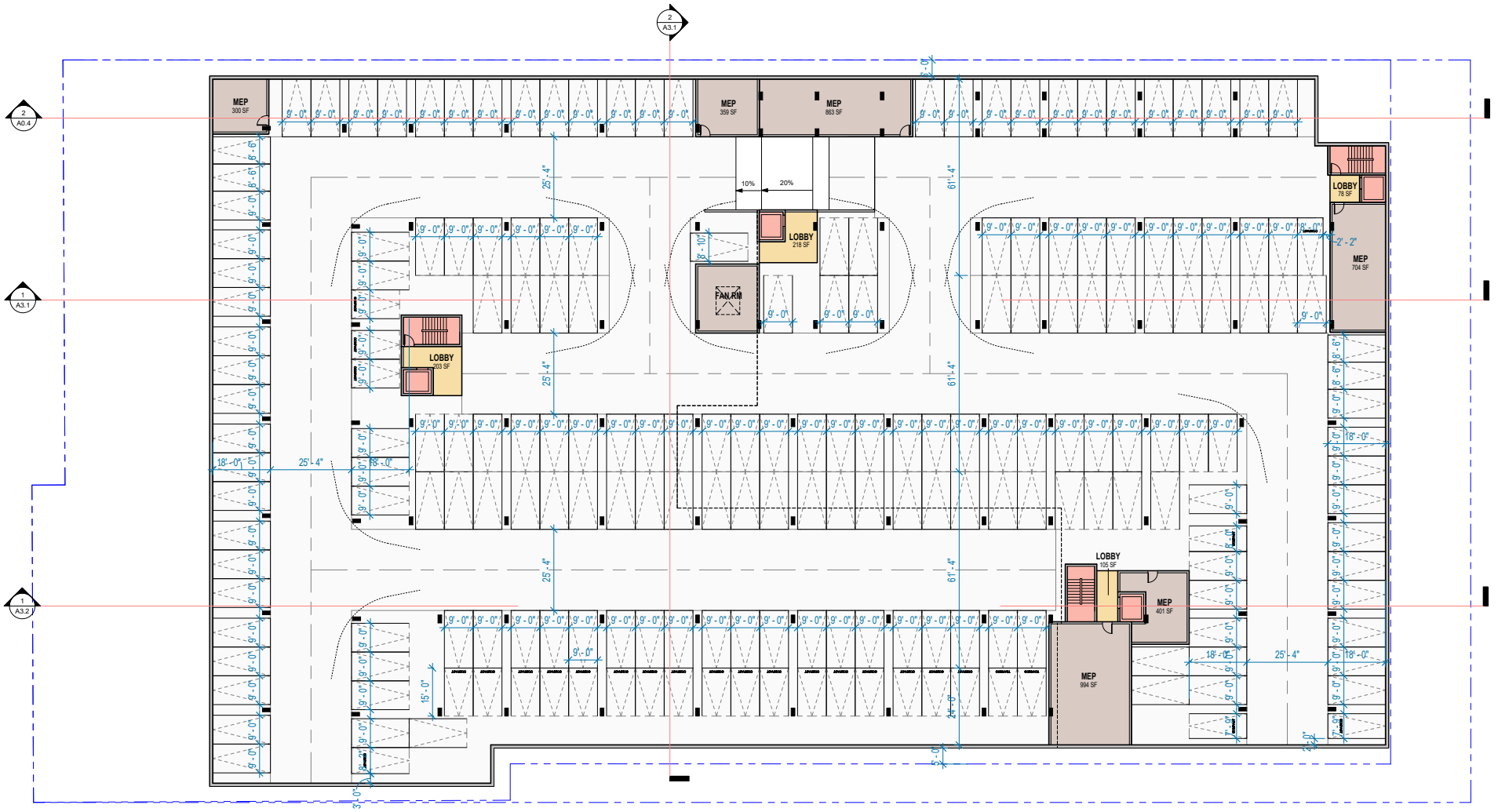
Under Housing Element law and in accordance with the 2021-2029 Regional Housing Needs Assessment (RHNA), the City must plan to accommodate a total of 456,643 housing units during the 2021-2029 cycle. As part of the 2021-2029 Housing Element, the City has an anticipated unit potential of only 230,947 units on sites that are adequate for residential uses without rezoning. As a result of this shortfall of units, the City has identified potential candidate sites for rezoning which include portions of the Project Site.[6]

6 The sites were selected based on the concepts and strategies laid out in the Rezoning Program (Program 121 in Chapter 6) of the 2021-2029 Housing Element.



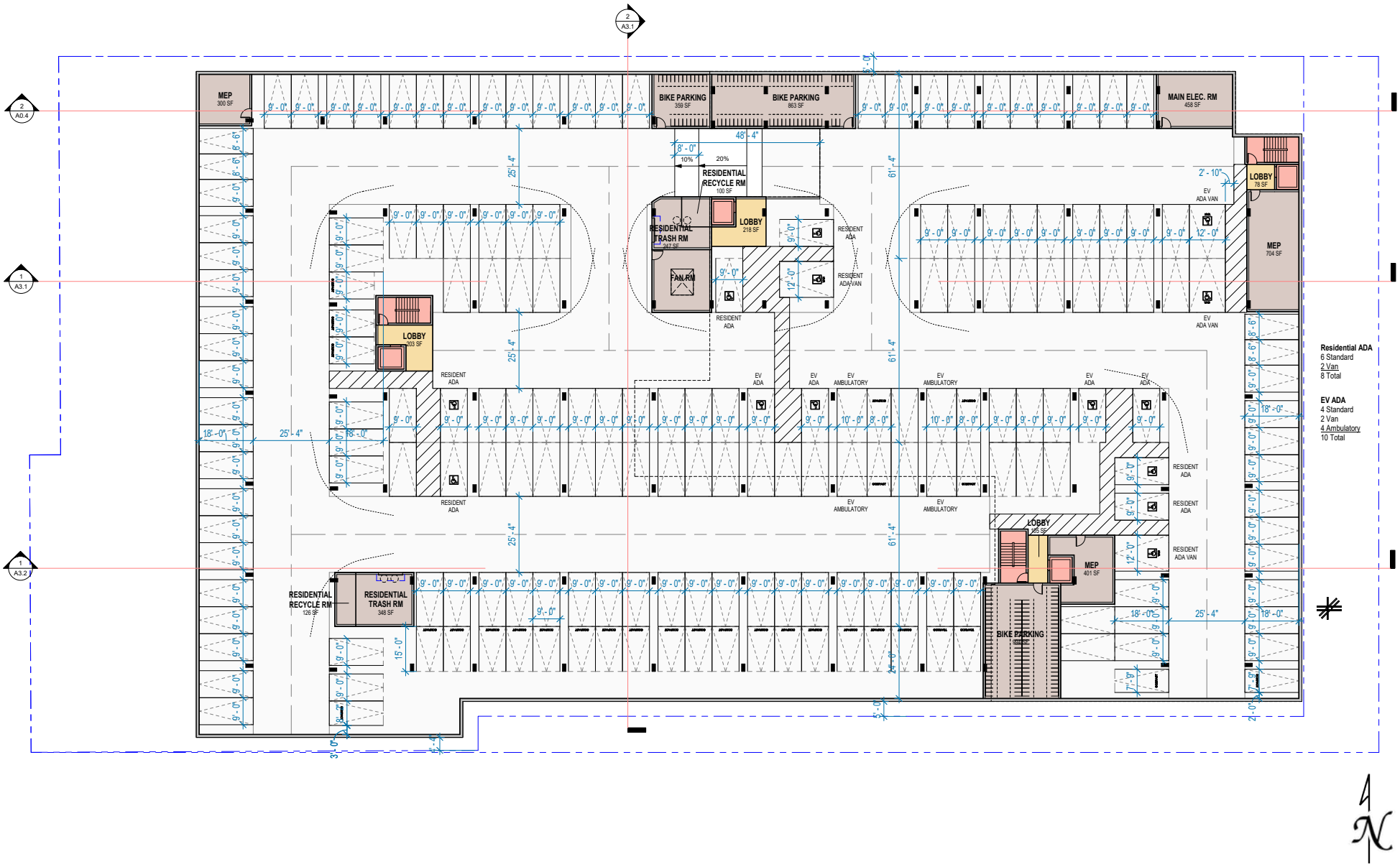
Source: MVE + Partners, October 2022.

Figure 3.7
Conceptual Site Plan



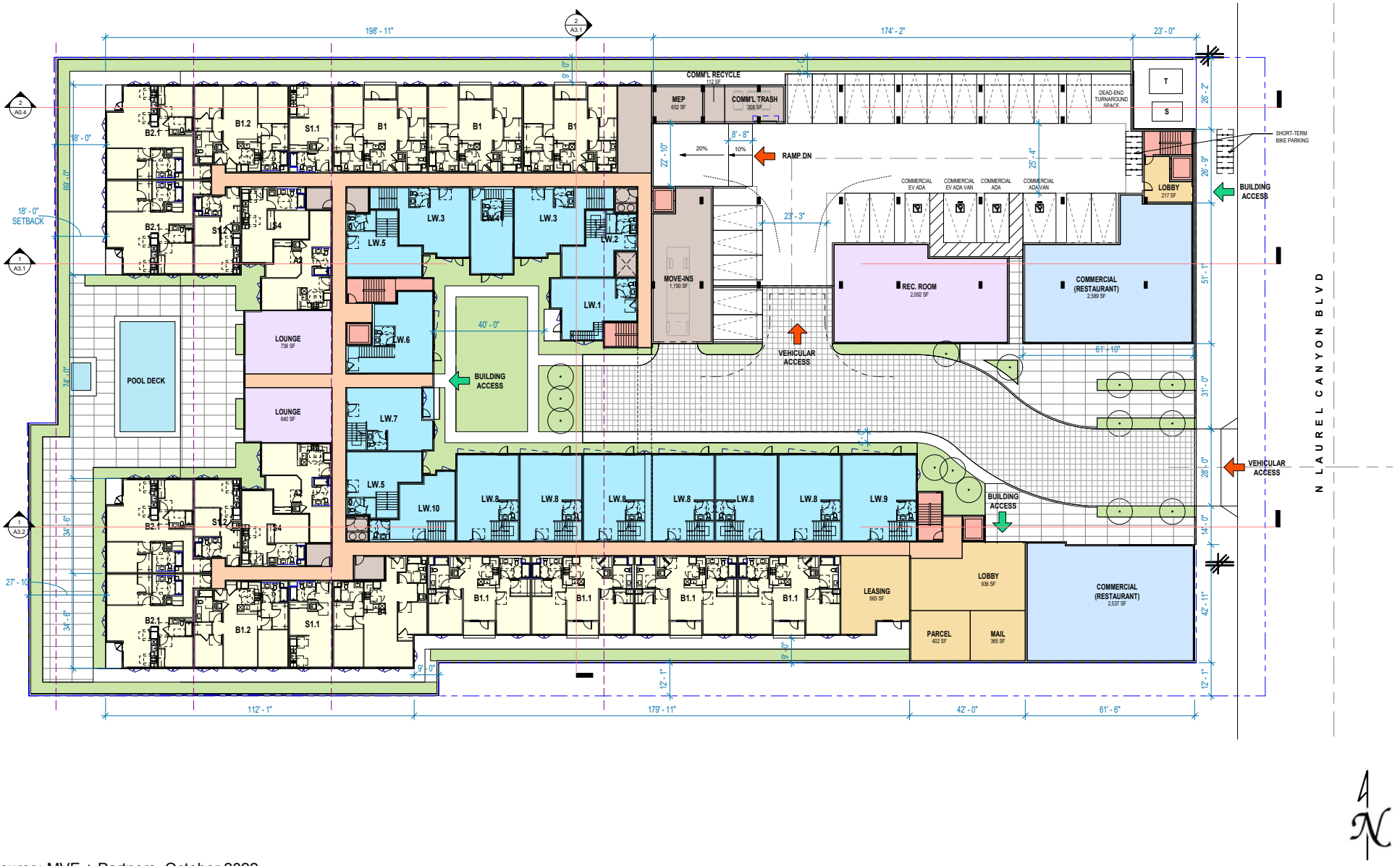
Source: MVE + Partners, October 2022.

Figure 3.8
B2 Level Floor Plan



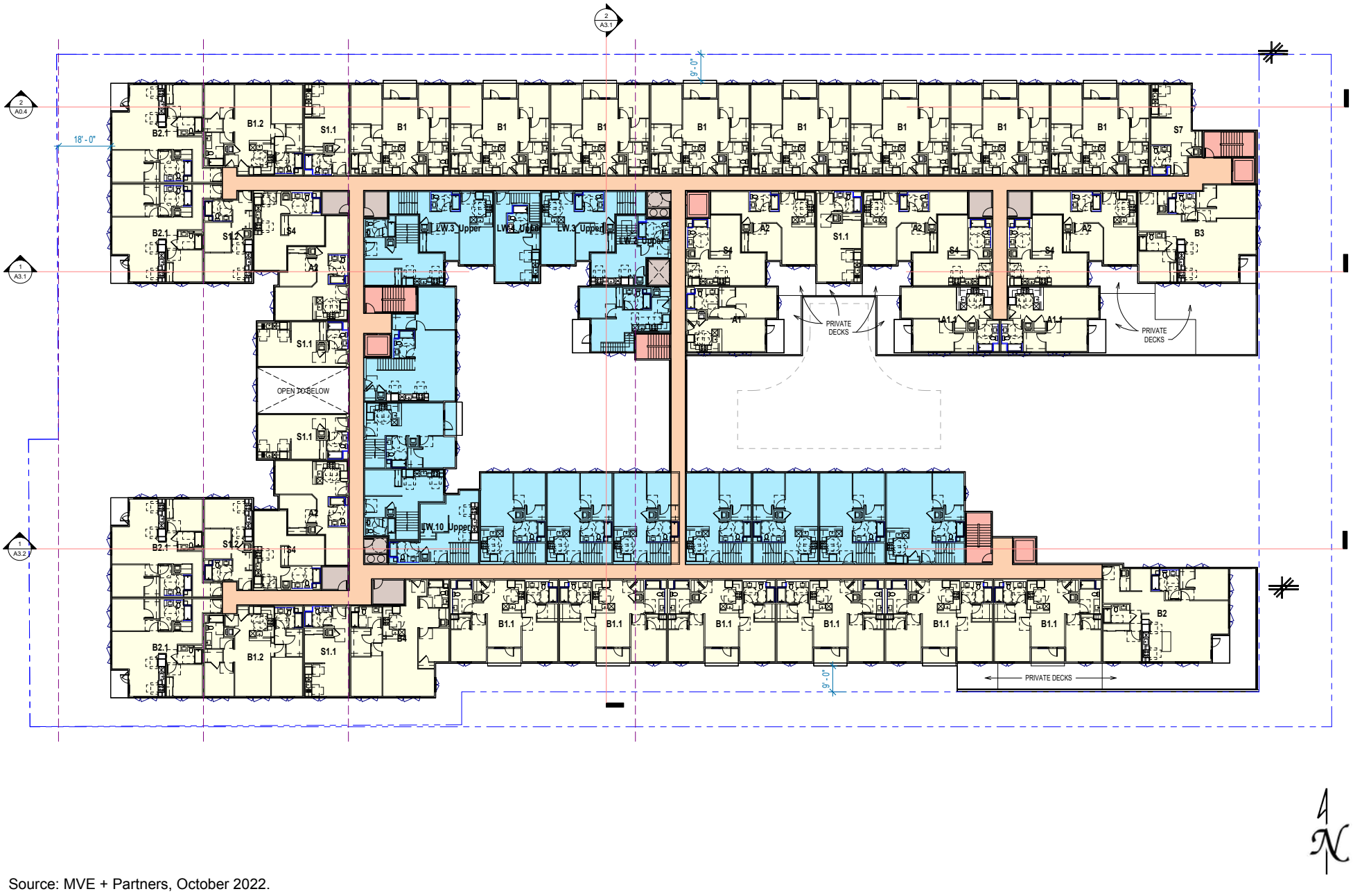
Source: MVE + Partners, October 2022.

Figure 3.9
B1 Level Floor Plan



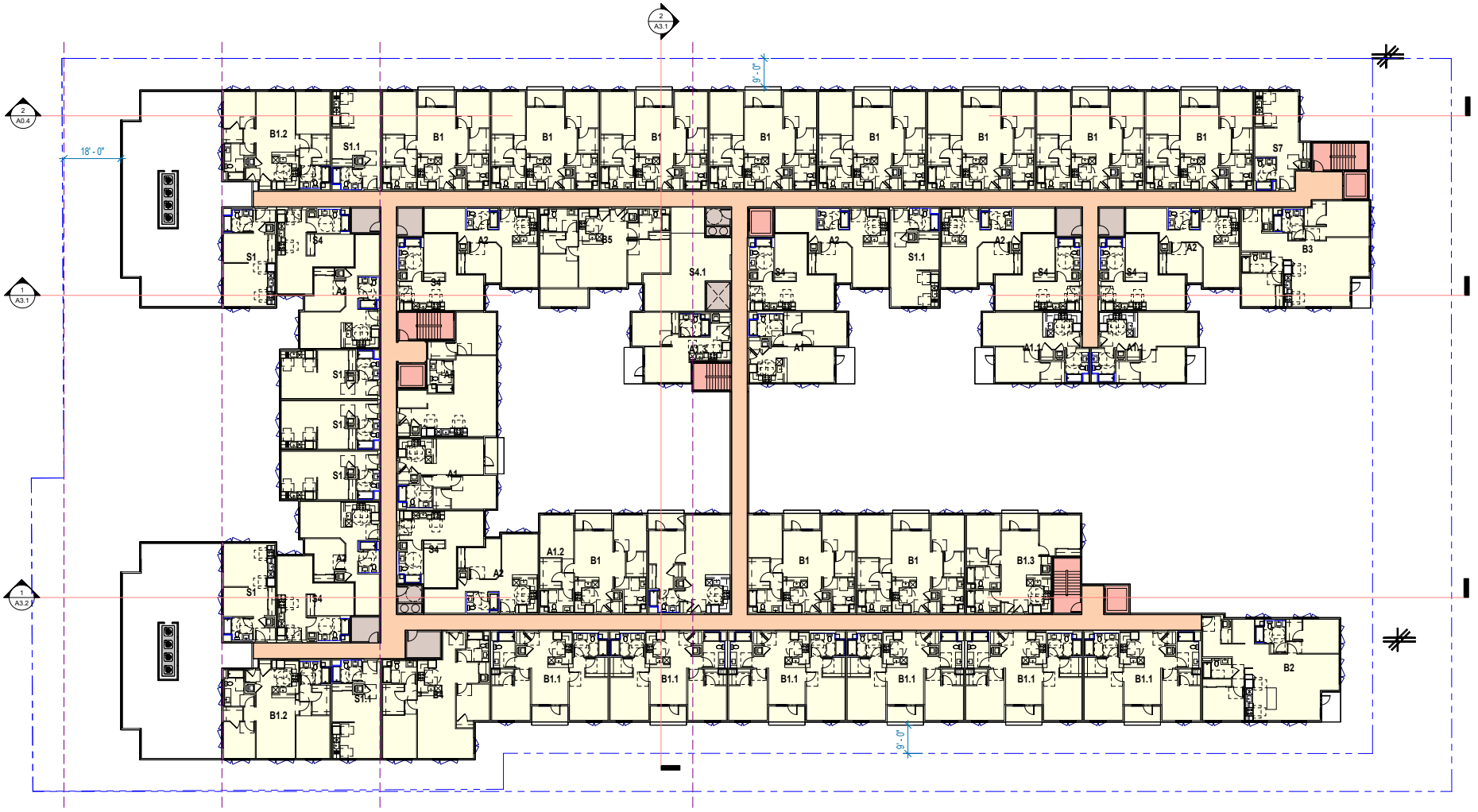
Source: MVE + Partners, October 2022.

Figure 3.10
1st Floor Plan



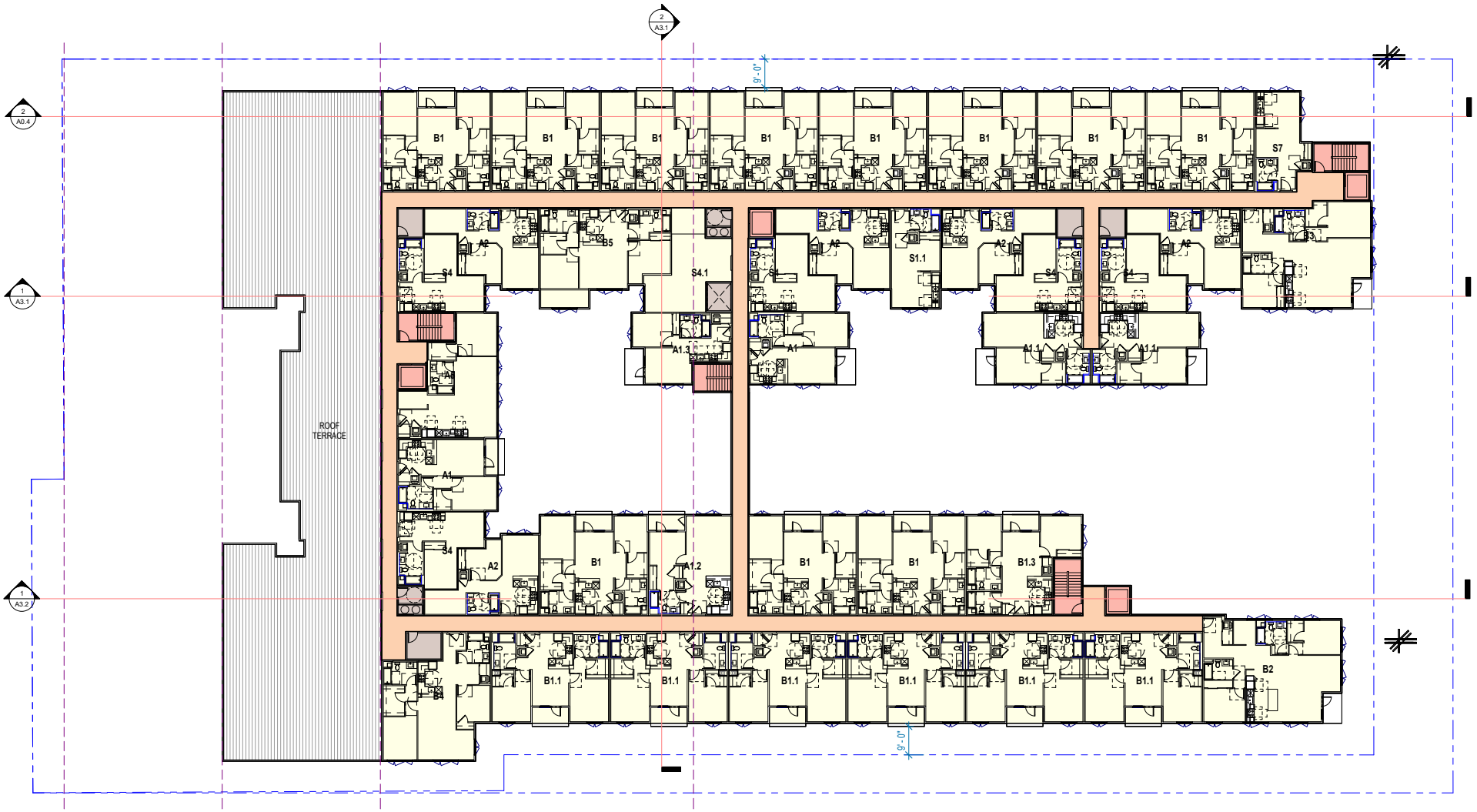
Source: MVE + Partners, October 2022.

Figure 3.11
2nd Floor Plan



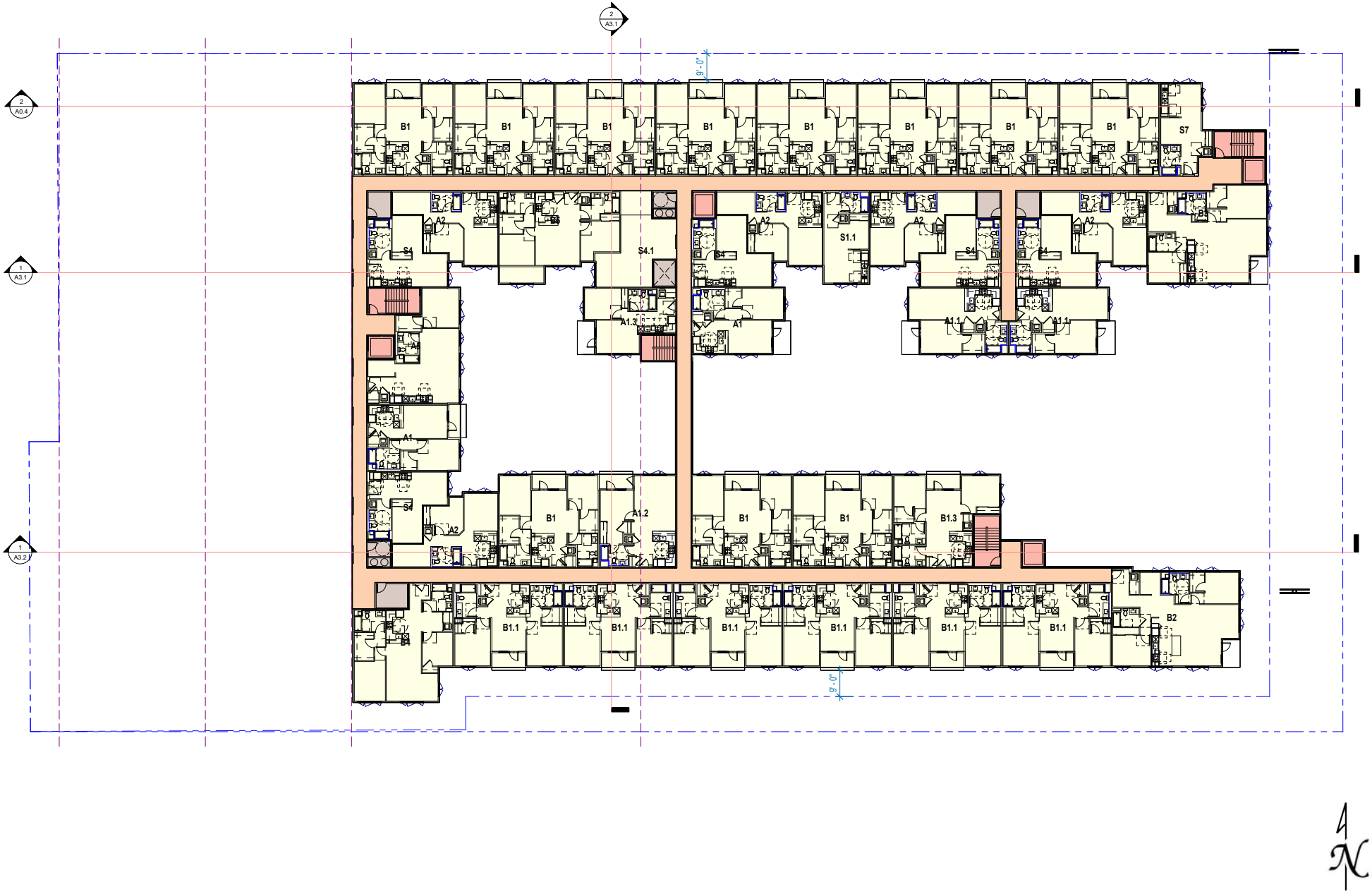
Source: MVE + Partners, October 2022.

Figure 3.12
3rd Floor Plan



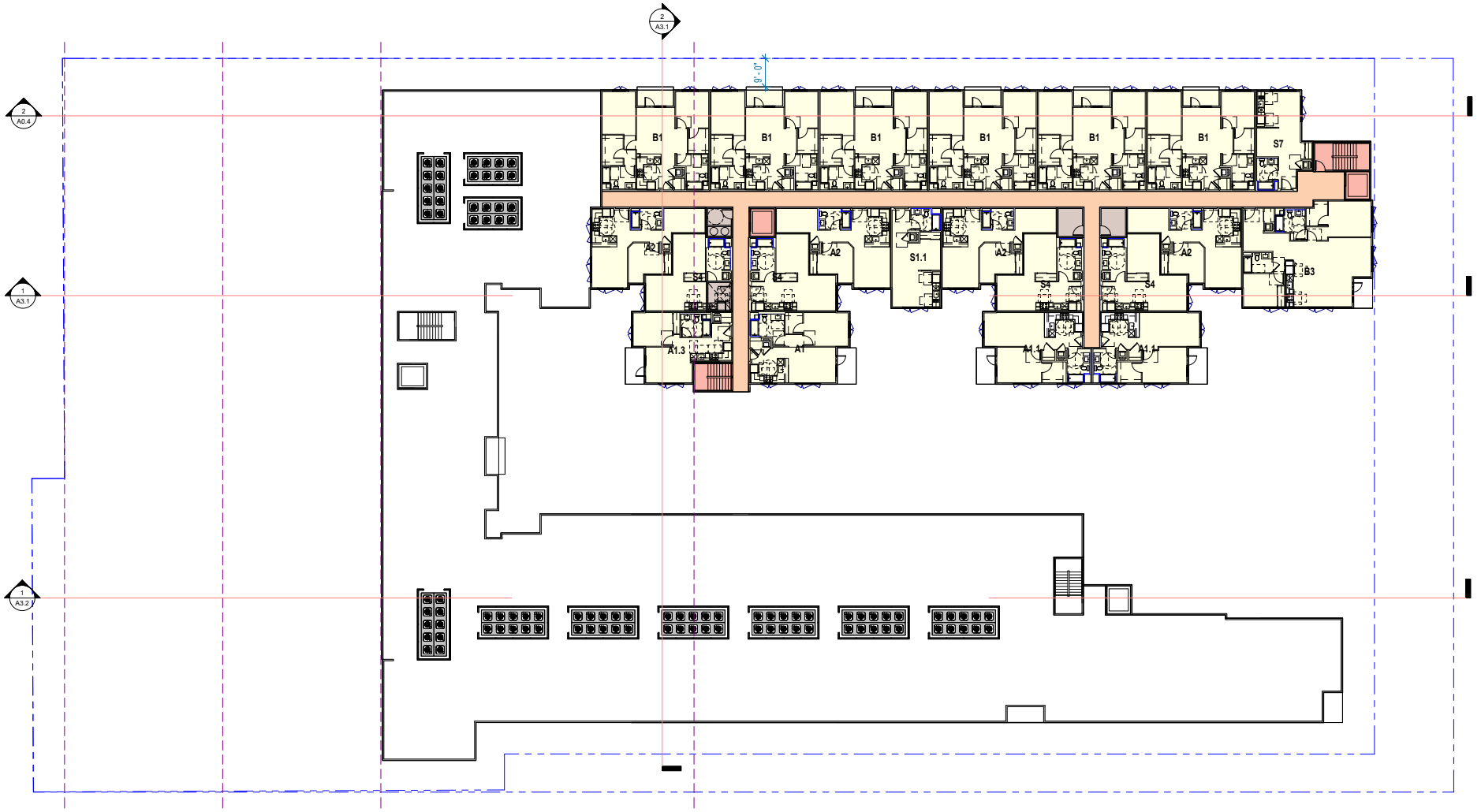
Source: MVE + Partners, October 2022.

Figure 3.13
4th Floor Plan



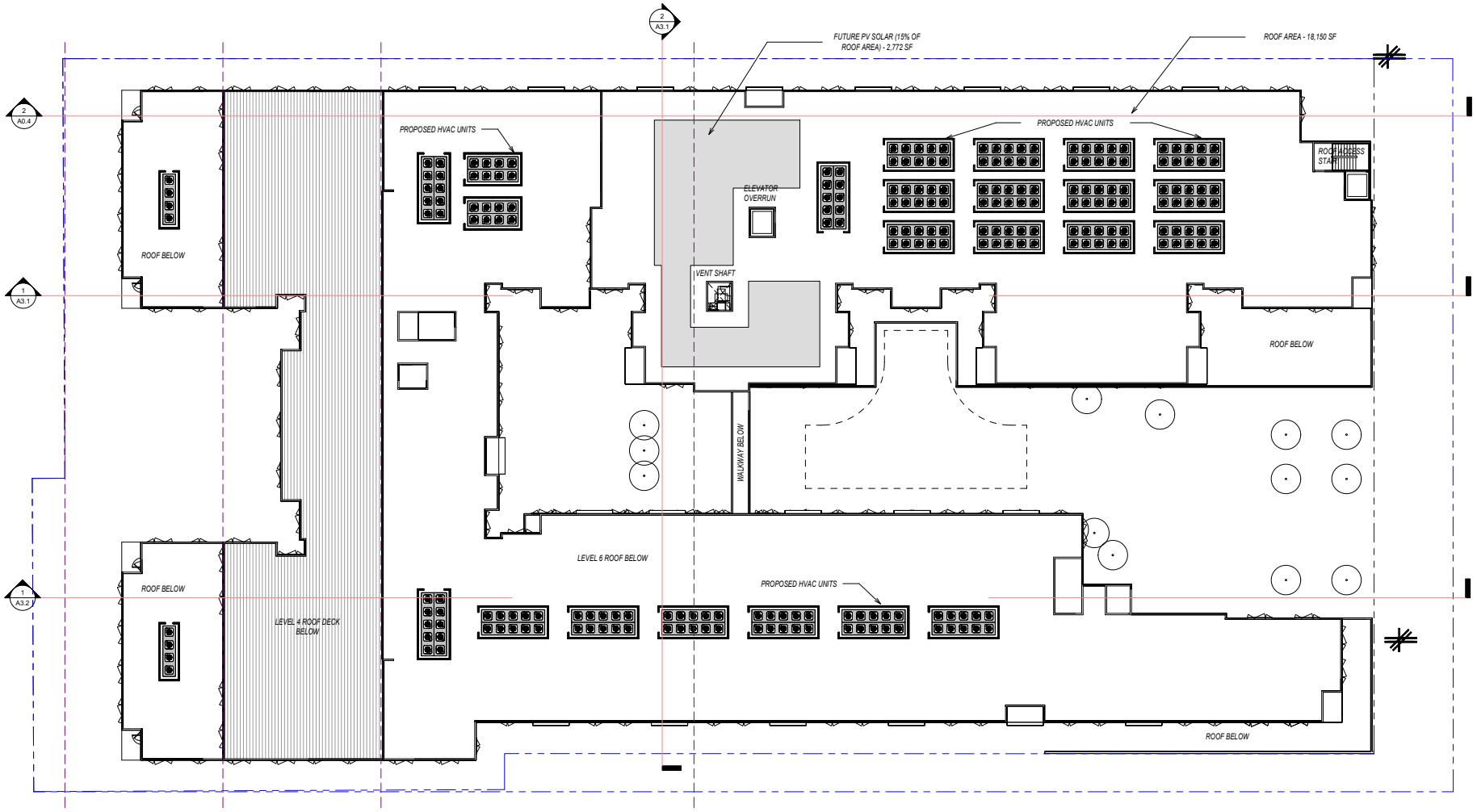
Source: MVE + Partners, October 2022.

Figure 3.14
5th Floor Plan



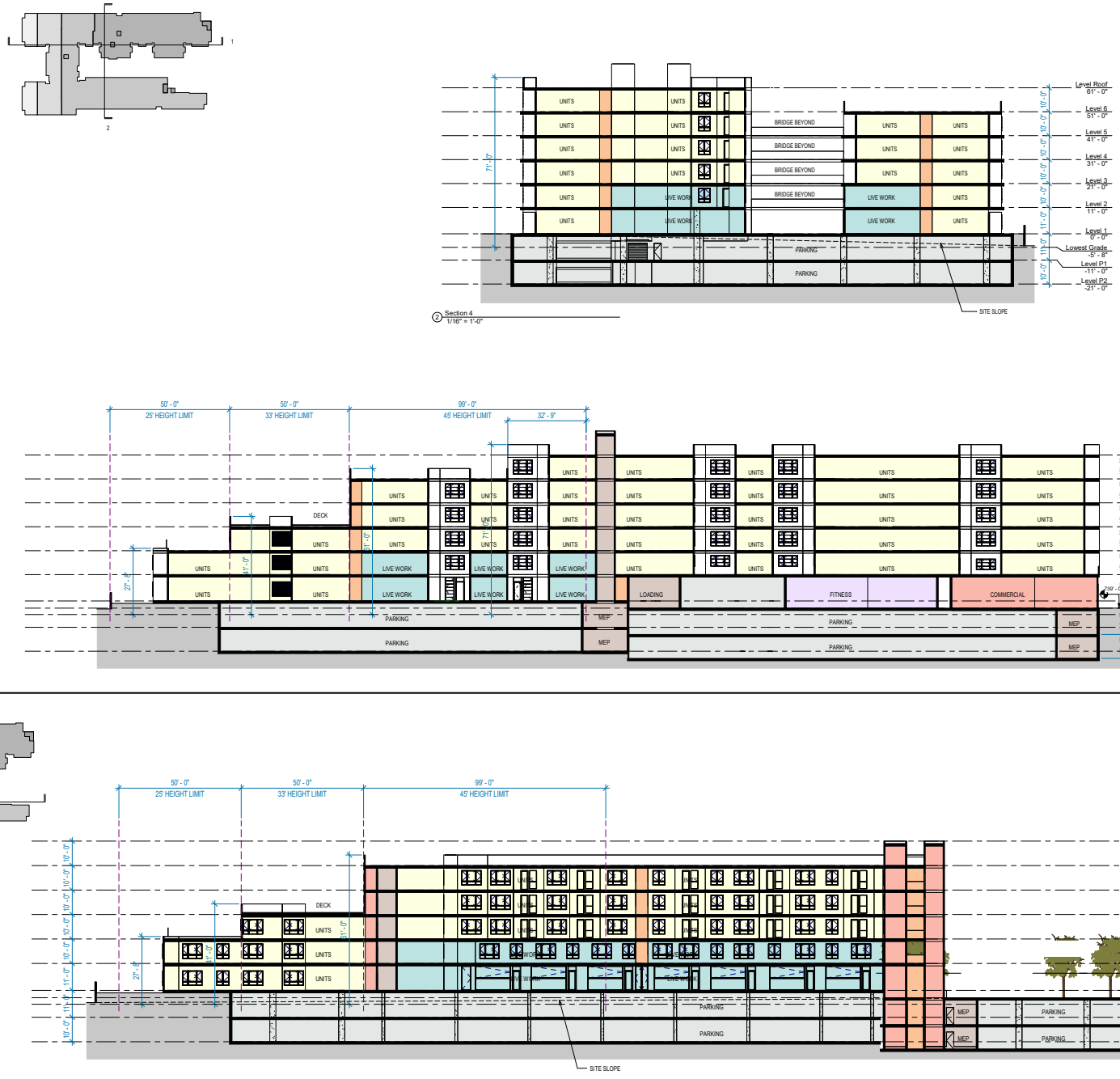
Source: MVE + Partners, October 2022.

Figure 3.15
6th Floor Plan



Source: MVE + Partners, October 2022.

Figure 3.16
Roof Plan



Source: MVE + Partners, October 2022.

Figure 3.17
Cross Sections

Therefore, the Applicant is requesting a General Plan Amendment from Limited Manufacturing and Parking Buffer to Community Commercial, a Zone Change, and a Height District Change to allow for the entire Project Site to be changed to C2-1VL. The C2-1VL zone permits the minimum lot area per dwelling unit to be 400 square feet, which provides for 243 residential units on the 97,264 square foot Project Site.

Floor Area

The Applicant is requesting a Zone Change to the C2-1VL zone. The Height District 1VL in the C2 Zone restricts the FAR to 1.5:1, or one and one-half times the Buildable Area (97,264 square feet) of the Project Site, for a maximum of 145,897 square feet of floor area.

The Applicant is requesting an incentive pursuant to LAMC Section 11.5.11(e) to increase the Floor Area Ratio from 1.5 to 2.65 for the entire site. With a FAR of 2.65:1, the maximum permitted floor area is approximately 257,751 square feet. The Project is comprised of a six-story mixed use building which would include 257,751 square feet of new floor area consistent with the maximum allowed with the incentive.

Height

Pursuant to LAMC 12.21.1 A.1, the maximum by-right height for the C2 zone within height district 1VL is 45 feet and 3 stories. However, the Applicant is requesting an incentive pursuant to LAMC Section 11.5.11(e) to increase the Project's height to a maximum of 71 feet and 6 stories in lieu of the limits otherwise permitted in Height District 1VL.

Due to the project's adjacency to an R1 Zone, the Project Site is also subject to transitional height requirements. The Applicant is requesting a waiver of development standards pursuant to LAMC Section 11.5.11(e) to request an increase in transitional height to permit an increase in height of 2 feet 8 inches within 0-49 feet, 8 feet within 50-99 feet, 16 feet within 100-165 feet, and 26 feet within 166-199 feet of an R1 zone.

3.3.2 Design and Architecture

The six-story, mixed-use building, sits above the subterranean parking garage. The building massing is comprised of three volumes atop a podium and stitched together with several planted decks. The building design focuses on human scale at the ground plane with a transparent commercial frontage and landscaped commercial plaza along Laurel Canyon Boulevard. The activation of the street frontages and sidewalk promote a safe, comfortable, and accessible pedestrian experience. The overall massing terraces down from 6 Levels to 2 Levels towards the west side of property. This would avoid casting heavy shadows and minimize visual impacts to existing structures to the west.

The building design includes use of modern materials. The Project's façade incorporates a variety of materials to break a solid wall to provide interest with vertical elements including painted stucco, brick facades, aluminum window frames, glass façade balconies with black railings, high performance glazing, and a painted mural. To further engage with Laurel Canyon Boulevard and open air spaces, a series of residential decks on Level 2 line Laurel Canyon

Boulevard and open air spaces to engage the streets and maintain scale. Enhanced base materials such as brick veneer, would add texture and scale.

The streetscape design is supportive of the street life characteristics of Laurel Canyon Boulevard. On the ground level, the Project's residential lobby, covered outdoor seating areas, fitness and live-work lofts would allow for residents and visitors to mingle along with adjacent commercial spaces. New street trees shall be provided in accordance with City recommendations and per the requirements of the Bureau of Street Services, Urban Forestry Division.

At its maximum height, the proposed building would be taller than the other building heights in the vicinity, however, the proposed design is compatible with the design elements of surrounding buildings. As stated above, the west elevation terraces down to reduce the buildings massing along the neighboring residential lots as shown in Figures 3.18 through 3.20.

3.3.3 Open Space and Landscaping

The Project's required open space was calculated pursuant to LAMC Section 12.21.G, based on the size and number of dwelling units. As described above, the Project proposes 243 residential units. For each unit with less than three habitable rooms, 100 square feet of open space is required and for each unit with three habitable rooms, 125 square feet of open space is required. Thus, a total of 27,500 square feet of open space is required for this Project. The Project would provide 27,725 square feet of open space consisting of 2,650 square feet of private balconies and 25,075 square feet of common space on the 1st floor and 4th floor roof level. In conformance with LAMC Section 12.21.G, 25 percent of the provided common open space is required to be landscaped, or a minimum of 5,402 square feet. The Project would include 5,414 square feet of landscaped outdoor common open space.

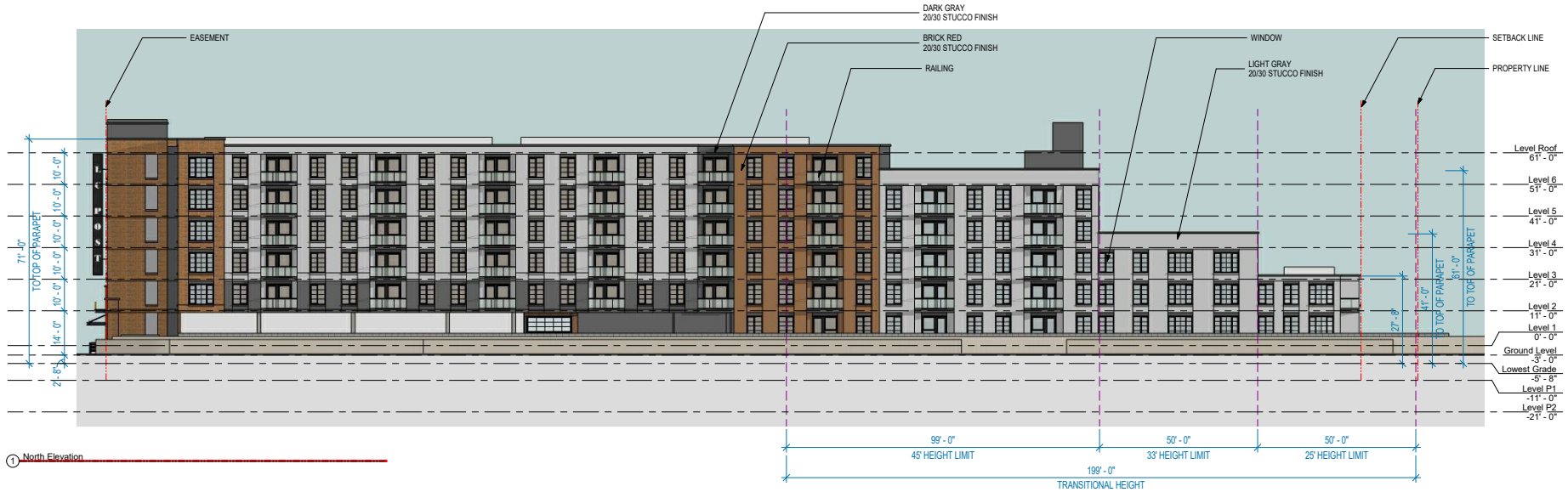
The main pool area would be within the rear yard setback away from vehicular access. An additional Amenity Deck on Level 4 would be set away from the west property line and raised enough so that sound and light would be isolated. Landscape would further buffer and protect Site users at the north, east and south edges of the Project Site.

Landscaping around the building would include a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. The Project would require planting of 61 trees based on a ratio of 4 trees per unit. As part of the Project's landscaping plan, the Project proposes 61 new on-site trees to be accommodated at the ground floor courtyards and 4th floor rooftop deck. Refer to Figures 3.21 and 3.22 for the landscape plans.

3.3.4 Access, Circulation, and Parking

Residents and visitors would access the residential areas of the building through either the ground floor courtyard area from the Project's N. Laurel Canyon Boulevard frontage or directly from N. Laurel Canyon Boulevard. The ground floor commercial uses would also be accessed from the ground floor courtyard area. Vehicular access would be from N. Laurel Canyon Boulevard into a two-way driveway which ingresses into a two-level subterranean parking garage underneath the 6-story portion of the building.

2 East Elevation



1 North Elevation

Source: MVE + Partners, October 2022.

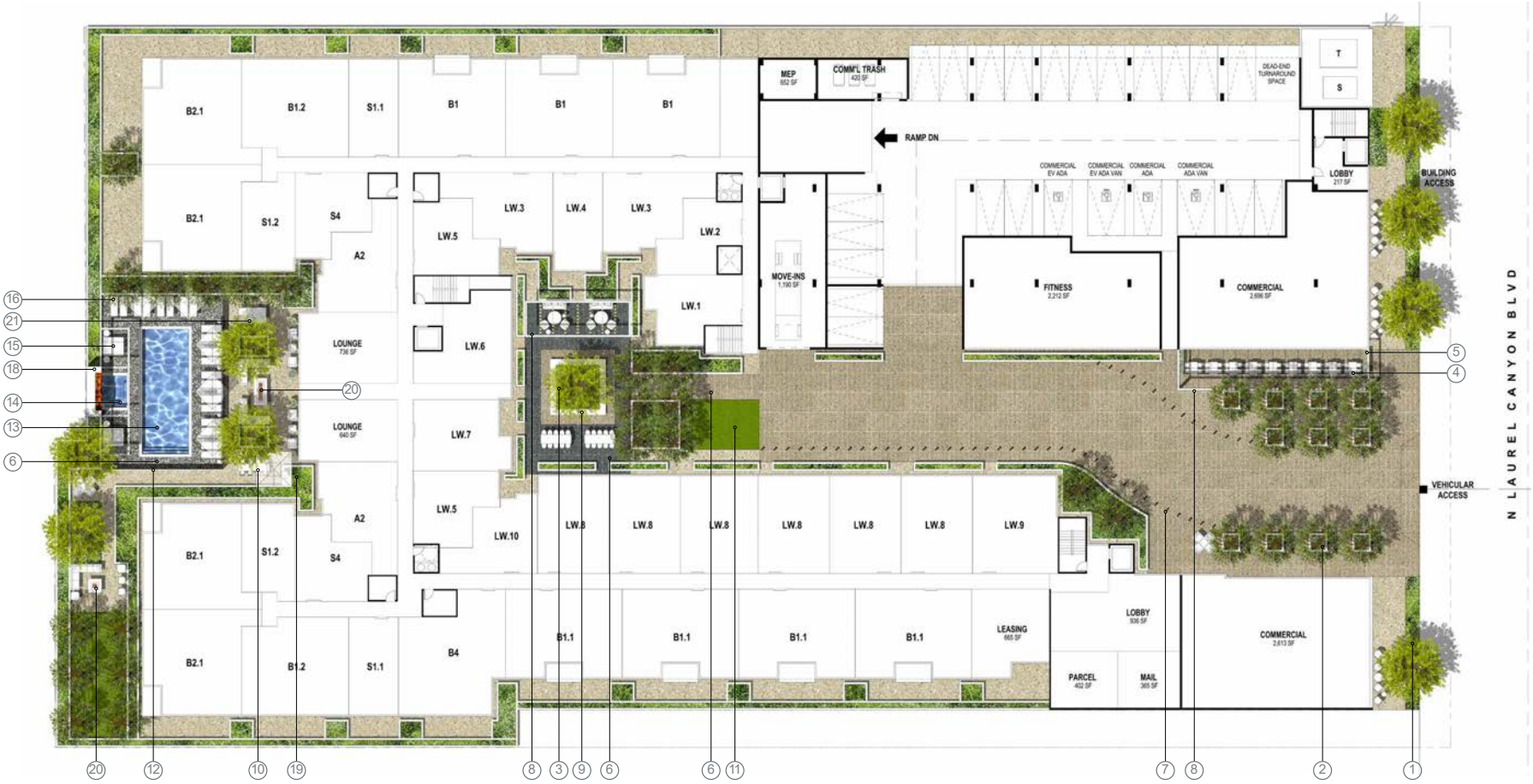
Figure 3.18
East & North Elevations

Source: MVE + Partners, October 2022.

Figure 3.19
West & South Elevations

Source: MVE + Partners, October 2022.

Figure 3.20
Project Renderings



LEGEND

1. PROPOSED CANOPY STREET TREE
2. PROPOSED CANOPY TREE
3. PROPOSED SPECIMEN TREE
4. OUTDOOR TABLE AND CHAIRS
5. ABC FENCE
6. ENHANCED PAVING
7. BOLLARDS
8. SHADE STRUCTURE
9. SEATWALL
10. FAMILY TABLE
11. ARTIFICIAL TURF
12. POOL ENCLOSURE
13. POOL
14. SPA
15. CABANAS
16. CHAISE LOUNGE SEATING
17. UMBRELLA
18. FIRE PLACE
19. BBQ COUNTER
20. LOUNGE FURNITURE WITH FIRE PIT
21. PING PONG TABLE
22. UNIT PATIO
23. WATER FEATURE
24. BBQ COUNTER AND BAR

Source: MVE + Partners, October 2022.

Figure 3.21
Landscape Plan-Ground Level

LEGEND

1. PROPOSED CANOPY STREET TREE
2. PROPOSED CANOPY TREE
3. PROPOSED SPECIMEN TREE
4. OUTDOOR TABLE AND CHAIRS
5. ABC FENCE
6. ENHANCED PAVING
7. BOLLARDS
8. SHADE STRUCTURE
9. SEATWALL
10. FAMILY TABLE
11. ARTIFICIAL TURF
12. POOL ENCLOSURE
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19. BBQ COUNTER
20. LOUNGE FURNITURE WITH FIRE PIT
21. PING PONG TABLE
22. UNIT PATIO
23. WATER FEATURE
24. BBQ COUNTER AND BAR

Source: MVE + Partners, October 2022.

Figure 3.22
Landscape Roof Level

Pursuant to LAMC Section 12.21 A.4, the Project is required to provide 360 residential vehicular parking spaces and 51 commercial vehicular parking spaces. The Project proposes to provide a total of 360 residential vehicular parking spaces[7] in two levels of subterranean parking and 53 commercial vehicular parking spaces in at grade parking.

Pursuant to LAMC Section 12.21 A.16.(a), the Project is required to provide 136 long-term residential bicycle parking spaces and 14 short-term residential bicycle parking spaces. The Project is required to provide 2 long-term commercial bicycle parking spaces and 2 short-term commercial bicycle parking spaces. As required, the Project would provide 154 bicycle parking spaces including 138 long-term and 16 short-term spaces; long term spaces would be provided in the P1 subterranean parking level, and short-term spaces would be provided outside on the ground level along N. Laurel Canyon Boulevard.

3.3.5 Lighting and Signage

All exterior lighting would meet all applicable LAMC standards and be shielded or directed toward the areas to be illuminated. The exterior lighting would include soffit downlights in the ground floor covered area, as well as low-level landscape lighting and limited façade up-lighting to highlight key architectural features. In compliance with all applicable LAMC standards, exterior lighting on the Project Site would not illuminate adjacent properties.

No signage, other than interior wayfinding and directional signage and associated lighting, has been proposed for the Project at this time. Any signage would either meet code requirements or would be proposed under a subsequent filing.

3.3.6 Site Security

During construction, the Project Site would be secured with perimeter fencing. Given the residential uses on the Project Site, the Project would operate 24 hours per day. During Project operations, security would be provided via site planning and secured access points of entry, and security cameras. Security design measures for semi-public and private spaces include, but are not limited to, access control to the building, secured parking facilities with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

3.3.7 Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and the current California Energy Code/Title 24 requirements. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Los Angeles Green Building Code contains both mandatory and voluntary green building measures to conserve energy and to achieve a 20 percent reduction in wastewater generation. Further considerations regarding

7 10 percent reduction under LAMC 12.21.4 for Bike Parking.

energy efficiency and sustainability include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use and leak detection systems.

As also required by the City Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which could be provided in the parking garage for future needs.

3.3.8 Anticipated Construction Schedule

The Project would be constructed over approximately 30 months. Construction activities would include demolition, excavation, grading, foundation, construction, and finishing. Demolition is anticipated to start in the first quarter of 2026, and construction completion and occupancy is anticipated in the second quarter of 2028. The Project is expected to remove approximately 93,500 cubic yards of soil for subterranean parking excavation, which would be exported.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. This Initial Study assesses the potential environmental impacts associated with the Project and provides environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

1. Pursuant to LAMC Section 11.5.6, as authorized by the Los Angeles Charter Section 555, the Applicant requests approval of a General Plan Amendment to revise the land use designation in the North Hollywood – Valley Village Community Plan Area from Limited Manufacturing and Parking Buffer to Community Commercial to permit the construction of a new mixed-use multi-family residential development totaling 243 residential units.

2. Pursuant to LAMC Section 12.32 F**,** the Applicant requests approval of a Zone Change and Height District Change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL (Limited Industrial and Parking Buffer) to C2-1VL Zone (Community Commercial) over the entire Project Site to permit the construction of a mixed-use development with multi-family residential and commercial uses. The proposed Project contains a maximum of 243 residential dwelling units, including 27 Very Low Income ("VLI"), 13 Extremely Low Income ("ELI") and 17 Live/Work units and 5,126 sf of commercial space.

3. Pursuant to LAMC Section 11.5.11 (e)[8] the Applicant is requesting the following three incentives in connection with the requested General Plan amendment and Zone Change to permit:

8 Per LAMC Section 11.5.11(a).1(iii) If the General Plan amendment, zone change or height district change allows a residential use where not previously allowed, then the Project shall provide no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 11% of the total units at rents affordable to

i. A FAR increase from 1.5 to 2.65 over the entire Project Site.

ii. A height increase to a maximum of 71 feet and 6 stories in lieu of the maximum 45 feet and 3 story height limit otherwise permitted in Height District 1VL.

iii. A transitional height waiver of development standards to permit an increase in height of 2 feet 8 inches within 0-49 feet, 8 feet within 50-99 feet, 16 feet within 100-165 feet, and 26 feet within 166-199 feet of an R1 zone.

4. Pursuant to LAMC Section 16.05, the Applicant requests the approval of Site Plan Review findings for a development Project which creates, or results in, an increase of 50 or more dwelling units.

Pursuant to various sections of the LAMC**,** the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction actions including, but not limited to, the following: excavation, shoring, grading, foundation, and building and tenant improvements.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

- Los Angeles Regional Water Quality Control Board, and
- South Coast Air Quality Management District.

Very Low Income households or 20% of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact may occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista.

The Project Site is located in an urbanized portion of the North Hollywood community, in an area developed with commercial uses, residential uses, and public facilities. No scenic views currently exist on the Project Site. Views from the streets and residential areas in and around the area are limited by the relatively undifferentiated topography of the area and the low-rise commercial development lining the surrounding the major street corridors. Further north and east of the Project Site are intermittent views of the Verdugo Hills, the Santa Susana Mountains,

and the San Gabriel Mountains. However, given the topography of the surrounding area, panoramic views from local streets are obstructed by intervening buildings and the Project Site.

The Project Site is currently developed with a commercial building and associated surface parking. Due to the location of the Project Site, the only views, which are intermittent, currently located through the Project Site are from motorists driving on Vose Street toward the distant Verdugo Hills. The Project would result in the construction of a new six-story mixed-use building. Therefore, the view lines through the Project Site would be reduced. Views of the Verdugo Hills Mountains would continue to be intermittent from Vose Street with the development of the Project. Further, there are no focal views available in the vicinity that would be blocked by the Project. As such, the Project would result in a less than significant impact with respect to views of a scenic vista. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

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

Less Than Significant Impact. A significant impact may occur only where scenic resources would be damaged or removed by the project. The Project Site does not contain trees with scenic significance or rock outcroppings and is not located within a state scenic highway. The nearest officially eligible state scenic highway is along the Foothill Freeway (I-210), approximately 10 miles northeast of the Project Site,[9] and the nearest City-designated scenic highways are along LA Tuna Canyon and Sunland Boulevard, both approximately four miles northeast of the Project Site.[10] Therefore, the Project would not substantially damage scenic resources within a state- or City-designated scenic highway as no scenic highways are located adjacent to the Project Site. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. A significant impact may occur if, in a non-urbanized area, the project would substantially degrade the existing visual character or quality of the site and its surroundings, or if, in an urbanized area, the project would conflict with applicable zoning or regulations governing scenic quality. The Project is located in a highly urbanized area in the North Hollywood community of the City of Los Angeles; therefore, the applicable threshold with respect to the Project is consistency with applicable zoning and other regulations governing scenic quality.

The Project would involve the demolition of the existing one-story commercial building and

9 California Department of Transportation, Scenic Highways, website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed November 2022.

10 City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, Map A2, last adopted by City Council on September 7, 2016.

surface parking lot, and the construction of an approximately 71-foot tall, 257,751-square-foot mixed-use containing 243 residential dwelling units and 5,126 square feet of ground-floor commercial uses. Thus, the Project would result in a change in the visual character of the Project Site.

Furthermore, the General Plan designates the Project Site as Limited Manufacturing and Parking. The Project Site is currently zoned as follows:

- Northern portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned M1-1VL (Limited Industrial – Height District 1 Very Limited). Limited Industrial (M1) zoning allows for the development of C2 uses (retail w/limited manufacturing, service stations and garages, retail business, churches, schools, and auto sales), stadiums, parking, indoor swap meets and storage buildings. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Central portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned CM-1 (Commercial Manufacturing – Height District 1). Commercial Manufacturing (CM) zoning allows for the development of C2 uses with limitations (retail w/limited manufacturing, service stations and garages, retail business, churches, schools, and auto sales), and manufacturing and industrial establishments. Height District No. 1 allows unlimited building heights, but limits the floor area ratio (FAR) to 1.5:1.

- Southern portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned [Q]CM-1VL (Commercial Manufacturing – Height District 1 Very Limited). Commercial Manufacturing (CM) zoning allows for the development of C2 uses with limitations (retail w/limited manufacturing, service stations and garages, retail business, churches, schools, and auto sales), and manufacturing and industrial establishments. The Q condition restricts the height of development to two stories and requires specific landscaping guidelines along the southern property line. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Rear northern portion of the Project Site is zoned P-1VL (Automobile Parking – Height District 1 Very Limited). Automobile Parking (P) zoning allows for the development of public or private parking areas and parking buildings. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Rear southern portion of the Project Site is zoned [Q]P-1VL (Automobile Parking – Height District 1 Very Limited). Automobile Parking (P) zoning allows for the development of public or private parking areas and parking buildings. The Q condition restricts the height of development to two stories and requires specific landscaping guidelines along the southern property line. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

The Applicant is requesting approval of a General Plan Amendment to revise the land use designation in the North Hollywood–Valley Village Community Plan from Limited Manufacturing (corresponding to the M1, MR1 and P Zones) and Parking Buffer (corresponding to the P Zone)

to Community Commercial (corresponding to the C1, C1.5, C2, C4, RAS3, RAS4, P and PB Zones). The Applicant is also requesting a Zone Change and Height District Change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL to C2-1VL over the entire Project Site. The Commercial (C2) zoning allows both commercial and residential uses. With Project approval, the Project's proposed mixed-use residential and commercial uses would be consistent with the underlying C2 zoning at the Project Site per the Planning and Zoning Code.

As permitted by LAMC Section 11.5.11(e), [11] the Project Applicant is requesting the following three incentives in connection with the requested General Plan Amendment and Zone Change to permit:

i. A FAR increase from 1.5 to 2.65 over the entire Project Site.

ii. A height increase to a maximum of 71 feet and 6 stories in lieu of the maximum 45 feet and 3 story height limit otherwise permitted in Height District 1VL.

iii. Increase in transitional height of 2 feet and 8 inches to permit a height of 27 feet and 8 inches within 0-49 feet of an R1 zone, 8 feet to permit 41 feet within 50-99 feet of an R1 zone, 16 feet to permit 61 feet within 100-165 feet of an R1 zone, and 26 feet to permit 71 feet within 166-199 feet of an R1 zone.

The requested increase in FAR and height would allow the Project to be developed with a FAR up to 2.65:1 and to a maximum height of 71 feet and six stories.

With regard to the City's regulations governing scenic quality, local land use plans applicable to the Project Site also include policies governing scenic quality, including the Citywide General Plan Framework Element (Framework Element), the City Walkability Checklist and the North Hollywood-Valley Village. The Project's lack of conflict with the general intent of these plans is briefly discussed below.

Citywide General Plan Framework Element

The Framework Element provides direction regarding the City's vision for future development in the City and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. One of the key objectives of the Urban Form and Neighborhood Design Chapter is to enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm (Objective 5.5). As described in Section 3, Project Description, of this Initial Study, the Project Site is currently improved with a surface parking lot and an existing 36,160 square foot, one-story U.S. Postal Service sorting facility. The area surrounding the Project Site is developed primarily with a mix of low-rise buildings. Surrounding

11 Per LAMC Section 11.5.11(a).1(iii) If the General Plan amendment, zone change or height district change allows a residential use where not previously allowed, then the Project shall provide no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 11% of the total units at rents affordable to Very Low Income households or 20% of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units.

land uses are comprised of commercial uses, residential uses, and public facilities. Nearby structures vary in building style and period construction.

At its maximum height of 71 feet, exclusive of rooftop railings/guardrails, stair and elevator shafts, and/or other allowable roof projections, the proposed building would be taller than the other building heights in the vicinity; however, the proposed design is compatible with the surrounding mixture of residential, commercial, and industrial uses. Specifically, the building design focuses on human scale at the ground level with a transparent commercial frontage and landscaped commercial plaza along Laurel Canyon Boulevard. The overall massing terraces down from six levels to two levels towards the west side of the Project Site. This would minimize visual impacts and overall massing impacts to existing structures to the west. The proposed building would be designed in a contemporary architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood. The building's stepped massing, dark framed structures, articulated storefronts, and enhanced brick materials are inspired from its industrial and commercial history. The proposed building would be moderated by a high degree of articulation, using both variations in building planes and façade setbacks, as well as a variety of materials, and would be designed to complement the surrounding area.

Another of the key objectives of the Urban Form and Neighborhood Design Chapter is to encourage proper design and effective use of the built environment to help increase personal safety at all times of the day (Objective 5.9). As described in Section 3, Project Description, of this Initial Study, all exterior lighting would be wall- or ground-mounted and shielded away from adjacent properties. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties. Furthermore, during construction, the Project Site would be secured with perimeter fencing. During Project operations, security would be provided via site planning and secured access points of entry, and security cameras. Security design measures for semi-public and private spaces include, but are not limited to, access control to the building, secured parking facilities with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

Policy 5.9.1 of the Urban Form and Neighborhood Design Chapter is to facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas. The Project would support this policy by providing new development to the area that would enhance the activation of the street frontages along Laurel Canyon Boulevard and promote a safe, comfortable, and accessible pedestrian experience. To further engage with Laurel Canyon Boulevard, a series of residential decks on Level 2 would line Laurel Canyon Boulevard and engage in open air spaces. On the ground level, the Project's residential lobby, covered outdoor seating areas, fitness and live-work lofts would allow for residents and visitors to mingle along with adjacent commercial spaces. Thus, improving development standards between the Project and the neighboring uses.

Overall, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the Framework Element's Urban Form and Neighborhood Design Chapter and, therefore, would not conflict with the Framework Element policies regarding scenic quality.

City Walkability Checklist

As it relates to the scenic quality, the City Walkability Checklist includes the following objective applicable to the Project:

- Use the design of visible building facades to create/reinforce
  - Incorporate features on the building facade that add visual interest to the environment.
  - Create compatibility between buildings, street, and neighborhood through architectural elements that add scale and character.
  - Provide views beyond the street wall to enhance the public's visual environment.
  - Use views beyond the street wall to enhance the public's visual environment.

The Project would support this policy by providing new planting at grade along the facade on Laurel Canyon Boulevard, as well as on the upper-level terraces. These new plantings and the addition of terraces would add visual interest to the environment, would step back the massing and scale of the building near the neighboring residential uses, and would provide views beyond the street wall. Thus, improving the pedestrian environment between the Project and the neighboring uses.

North Hollywood-Valley Village Community Plan

As it relates to scenic quality, the North Hollywood-Valley Village Community Plan includes the following objective applicable to the Project:

- To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and billboards along the major arteries of the community.

The Project would improve the visual environment of the community by replacing an aging commercial building and surface parking lot with a newly constructed mixed-use project with on-site vehicular parking located in subterranean parking levels. The Project would also include well-designed landscaped areas with hardscape and vegetation that enhance the future residents' quality of life as well as improve the aesthetic of the surrounding neighborhood.

In summary, for all the foregoing reasons, the Project would not conflict with applicable zoning and other regulations governing scenic quality. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

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

Less Than Significant Impact. As discussed in the *L.A. CEQA Thresholds Guide*, new light sources introduced by a project may increase ambient nighttime illumination levels. Additionally, nighttime spillover of light onto adjacent properties has the potential to interfere with certain functions, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use affected, proximity to the affected use, the intensity of the light source, and the existing ambient light environment. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas.

Construction

While the majority of Project construction would occur during daylight hours, there is a potential that construction could occur in the evening hours and require the use of artificial lighting, particularly during the winter season when daylight is no longer sufficient earlier in the day. Outdoor lighting sources, such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks, typically accompany nighttime construction activities. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Furthermore, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements.[12] Additionally, as part of the Project, construction lighting would be shielded such that no light source can be seen from adjacent residential properties. Construction lighting, while potentially bright, would be focused on the particular area undergoing work.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area, and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, temporary construction fencing would be placed along the periphery of the Project Site to screen construction activity from view at the street level from off-site locations. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, light and glare associated with temporary Project construction would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area.

12 LAMC Chapter 9, Article 3, Section 93.0117 provides that, no exterior light source may cause more than 2 foot-candles (21.5 1x) of light intensity or generate direct glare onto exterior glazed windows or glass doors; elevated porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any property containing a residential unit or units.

Operation

The Project would replace the existing building and associated surface parking area on the Project Site with a new six-story mixed-use building which would increase light and glare levels emanating from the Project Site. All exterior lighting would meet all applicable LAMC standards and be shielded or directed toward the areas to be illuminated. The exterior lighting would include soffit downlights in the ground floor covered area, as well as low-level landscape lighting. In compliance with all applicable LAMC standards, exterior lighting on the Project Site would not illuminate adjacent properties.

No signage, other than interior wayfinding and directional signage and associated lighting, has been proposed for the Project at this time. Any signage would either meet code requirements or would be proposed under a subsequent filing. Any new street and/or pedestrian lighting within the public right-of-way would comply with all applicable City regulations and would be approved by the Bureau of Street Lighting, as required, in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic trim. In general, sun reflection that has the greatest potential to interfere with driving occurs from the lower stories of a structure. Sun reflection from the Project would occur during periods in which the sun is low on the horizon and when the point of reflection within the Project Site is in front of the driver, in the direction of travel. The Project would feature a variety of surface materials, including glass, concrete, timber, and metal. As part of the Project, glass used in building façades would have high-performance coatings that would not be highly reflective, thereby minimizing glare from reflected sunlight. In addition, landscape and street scape elements are incorporated into the project design to further reduce and block glare.

Nighttime glare could result from illuminated signs and vehicle headlights. No signage, other than interior wayfinding and directional signage and associated lighting, has been proposed for the Project at this time. Any signage would either meet code requirements or would be proposed under a subsequent filing. Furthermore, while headlights from vehicles entering and exiting the parking levels on the ground floor would be visible during the evening and nighttime hours, such lighting sources would be typical for the area. Thus, nighttime glare would not result in a substantial adverse impact.

Based on the above, with adherence to regulatory requirements, lighting associated with Project operation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a. 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 Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. The Project Site is located in an urban area and is currently developed with a 36,160 square foot one-story commercial building and associated surface parking. According to the Farmland Mapping and Monitoring Program 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.[13] **Therefore, no impacts would occur and no mitigation measures would be required**.

b. 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 another non-agricultural use. The Project Site is zoned M1-1VL (Limited Industrial), CM-1 (Commercial Manufacturing), [Q]CM-1VL (Commercial Manufacturing), P-1VL (Parking), and [Q]P-1VL (Parking), and designated by the General Plan for Limited Manufacturing and Parking land uses. As such, the Project Site is not zoned for agricultural uses nor are there any agricultural uses occurring at the Project Site or within the surrounding area. The Project Site is located within an Urban Agriculture Incentive Zone; however, the Project does not involve a contract to use vacant property for agricultural purposes in exchange for reduced property taxes. According to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract. **Therefore, no impacts would occur and no mitigation measures would be required**.

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

No Impact. A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural use, and/or if a project results in the conversion of forest land to another, non-forest use. There are no forest or timberland resources on this fully developed site that is in an urbanized part of the City.

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 M1-1VL (Limited Industrial), CM-1 (Commercial Manufacturing), [Q]CM-1VL (Commercial Manufacturing), P-1VL (Parking), and [Q]P-1VL (Parking), and designated by the General Plan for Limited Manufacturing and Parking land uses. The Project Site is not zoned for forest land, timberland, or timberland production land uses. There are no forest or timberland resources on

13 State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, published 2018.

the Project Site or surrounding area. **Therefore, no impacts would occur and no mitigation measures would be required**.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project results in the conversion of forest land to another, non-forest use. The Project Site is currently developed with a 36,160 square foot one-story commercial building and associated surface parking and is located in an urban area. 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 impacts would occur and no mitigation measures would be required**.

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?

No Impact. A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural use, and/or if a project results in the conversion of forest land to another, non-forest use. The Project Site is located in an urban 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-site or off-site. **Therefore, no impacts would occur and no mitigation measures would be required**.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than 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.

To meet the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2016 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for O_3 and $PM_{2.5}$ are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[14] sufficiently to meet O_3 standard deadlines as NO_X plays a critical role in the creation of O_3. The AQMP's strategy to meet the 8-hour O_3 standard should lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard, which was met in 2022.[15] Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16,17] The 2022 AQMP is focused on attaining the 2015 8-hour O_3 standard of 70 parts per billion. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated development of available clean technologies, incentives, and other CAA measures to achieve this standard.

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives, and ocean-going vessels. These strategies are to be implemented in partnership with the California Air Resource Board (CARB) and United States Environmental Protection Agency (USEPA).

The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan.[18] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions

14 NO_x emissions are a precursor to the formation of both O_3 and secondary $PM_{2.5}$.

15 California Air Resource Board. https://ww2.arb.ca.gov/sites/default/files/2023-02/State_2022_NO2_Inset.pdf. Accessed August 2023.

16 Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).

17 SCAQMD, Final 2016 AQMP, March 2017, page ES-2.

18 SCAG, Final 2020-2045 RTP/SCS, April 2016.

of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2020 AQMP, are based on SCAG's 2020-2045 RTP/SCS.

The 2022 AQMP forecasts the 2037 emissions inventories ''with growth'' based on SCAG's 2020-2045 RTP/SCS. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, a 11-percent growth in employment, and a 5-percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, State, and federal levels.[20, 21] CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. In accordance with SCAQMD's *CEQA Air Quality Handbook,*[22] the following criteria were used to evaluate the Project's consistency with the SCAQMD and SCAG regional plans and policies, including the AQMP:

- Criterion 1: Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Criterion 2: Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP control measures?

The Project's impacts with respect to these criteria are discussed to assess the consistency with SCAQMD's 2022 AQMP.

19 South Coast Air Quality Management District, Final 2022 AQMP, March 2017, page ES-2.
20 South Coast Air Quality Management District, Final 2022 AQMP, March 2017, Figure 1-4.
21 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
22 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

Consistency Criterion No. 1: The 2022 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment of the AQMP's goals. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction Impacts

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded. The Project would not exceed the applicable LSTs or regional significance thresholds for construction activity (see discussion below under Questions 3(b), 3(c), and 3(d)). **Therefore, the Project would not conflict with the AQMP according to this criterion.**

Operational Impacts

The Project would not exceed the applicable LST or regional significance thresholds for operational activity (see discussion below under Questions 3(b), 3(c), and 3(d)). Therefore, the Project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the Project is consistent with the first criterion.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Overview

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The 2016-2040 RTP/SCS includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

On September 3, 2020, SCAG's Regional Council adopted an updated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as the 2020–2045 RTP/SCS or Connect SoCal. As with the 2016–2040 RTP/SCS, the purpose of the 2020–2045 RTP/SCS is to meet the mobility needs of the six-county SCAG region over the subject planning period

through a roadmap identifying sensible ways to expand transportation options, improve air quality and bolster Southern California long-term economic viability.[23]

Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies.[24] The following discussion provides an analysis with respect to each of these criteria.

As discussed in Checklist Question IX, Land Use, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including: the North Hollywood-Valley Village Community Plan, Planning and Zoning Code, LA Green Building Code, Citywide Design Guidelines, and Walkability Checklist. Therefore, as the Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations. Furthermore, the Project's housing and population increases are consistent with the RTP/SCS (making the addition of 243 dwelling units and 5,126 square feet of commercial use resulting from the Project consistent with regional growth). Therefore, the Project would not exceed the population and housing projections of the 2020-2045 RTP/SCS for the Los Angeles subregion and would therefore be consistent with the assumptions utilized in preparing the AQMP.

Regarding feasible air quality mitigation measures, the Project does not have significant impacts that require mitigation as shown in Appendix A of this Initial Study. Additionally, the Project would comply with applicable regulatory measures enforced by the SCAQMD. SCAQMD enforces stationary and mobile source compliance with respect to both operational and construction emissions. The Project would adhere to current and applicable regulatory compliance measures (including SCAQMD Rule 403: Fugitive Dust and Rule 1113: Architectural Coating). As such, the Project is consistent with this criterion.

With respect to land use policies set forth in the AQMP, the Project would implement several land use policies and strategies listed in the RTP/SCS and the AQMP. Such land use strategies set forth in the AQMP that are applicable to the Project include planning for growth around livable corridors, providing more options for short trips/neighborhood mobility areas, expanding electric vehicle charging stations, supporting local sustainability planning, and balancing growth distribution. The Project would provide commercial/residential uses in a built-up urban environment and would help reduce vehicle miles traveled by reducing the distance between employment opportunities and home, and would balance growth distribution. The Project Site is located within the North Hollywood-Valley Village Community Plan and is designated for Limited Manufacturing land uses and Parking uses by the Community Plan; the corresponding zones for the Limited Manufacturing Designation include M1, MR1, and P. The introduction of residential uses will reduce land use conflicts with the surrounding residential neighborhood.

23 SCAG, News Release: SCAG Regional Council Formally Adopts Connect SoCal, September 3, 2020.

24 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

The Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. The Project is located along N. Laurel Canyon Boulevard, which is well-served by existing transit service, including Metro Bus line 230 along N. Laurel Canyon Boulevard and Metro Bus line 162 along Sherman Way. North Hollywood is developed with a diversity of land uses, including commercial uses that connects and serve the surrounding neighborhoods. The Project would provide bicycle parking spaces in compliance with the LAMC's requirements. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking. As such, the Project is an appropriate location for the proposed uses and would serve the local community's demand for residential uses. Thus, the Project would be compatible with the existing established land uses in the Project area. The Project's estimated population growth projections would not conflict with SCAG's future growth projections for the City of Los Angeles.

Additionally, the proposed Project would include sustainability features that are further discussed in Section 3.3, Project Description, of this Initial Study. Sustainability features of the Project include development of a mixed-use commercial/residential building that would meet or exceed California's Building Energy Efficiency Standards (Title 24). The Project would be designed to meet the minimum energy efficiency standards of the Los Angeles Green Building Code. Further consideration regarding energy efficiency and sustainability would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use and leak detection systems. As also required by the City Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which would be provided in the parking garage.

In addition, regarding land use developments, such as the Project, SCAG's 2020 RTP/SCS land use goals and policies focus on the reduction of vehicle trips and VMT. Per the City's Transportation Assessment Guide (TAG), projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and greenhouse gas (GHG) goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2020 RTP/SCS and would have a less-than-significant cumulative impact on VMT. Per the Linscott, Law, & Greenspan Engineers, Los Angeles Department of Transportation (LADOT) Transportation Study Assessment Referral Form, the Project would generate a net total of -1,269 daily trips; therefore, the Project would not result in any significant VMT transportation impacts. Therefore, the Project is consistent with the RTP/SCS.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the SCAB. The Project is an infill development near transit within an existing urbanized area that would concentrate new commercial/residential uses, thus reducing VMT. The Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

b. 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?

Less Than Significant Impact. A significant impact may occur if the project would add a considerable cumulative contribution to federal or State non-attainment pollutants.

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin (SCAB) is non-attainment under an applicable federal or state ambient air quality standard. The significance of these potential impacts is described below.

Standards of Significance

The SCAQMD has developed significance thresholds for regulated pollutants, as summarized in Table 4.1, *SCAQMD Air Quality Significance Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. It should be noted that the SCAQMD provides a threshold for emissions of lead, however for purposes of this analysis no lead emissions are calculated as there are no substantive sources of lead emissions. Additionally, the air quality modeling program (discussed below) does not calculate any emissions of lead from typical construction or operational activities.

Table 4.1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	**Construction**	**Operation**
NO_x	100 pounds/day	55 pounds/day
VOC[b]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Lead	3 pounds/day	3 pounds/day
Toxic Air Contaminants and Odor Thresholds		
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants[c]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

[a] *Source: SCAQMD CEQA Handbook (SCAQMD, 1993).*

[b] *The definition of volatile organic compounds (VOC) includes reactive organic gas (ROG) compounds and additional organic compounds not included in the definition of ROG. However, for the purposes of this evaluation, VOC and ROG will be considered synonymous.*

[c] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, table A-2 unless otherwise stated.*

[d] *Ambient air quality threshold based on SCAQMD Rule 403.*

Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, revised March 2023.

Construction Emissions

Emissions are estimated using the CalEEMod (Version 2022.1) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts

to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.[25]

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021and OFFROAD2017 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are available in the CalEEMod Output provided in Appendix A of this Initial Study.

Construction activities associated with the Project will result in emissions of VOCs, nitrogen oxide (NO_X), sulfur oxide (SO_X), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation/Foundation
- Building Construction
- Architectural Coating

Demolition activities are expected to start no sooner than the first quarter of 2026 and construction is anticipated to last approximately 30 months. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[26] The construction activities for the Project are anticipated to include: demolition of the

25 South Coast Air Quality Management District, California Emissions Estimator Model, http://www.aqmd.gov/caleemod/.

26 As shown in the California Emissions Estimator Model (CalEEMod) User’s Guide Version 2020.4.0, Section 4.3 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

approximately 36,160 square feet[27] of existing post office building and parking lot; site preparation/excavation and foundation work, construction of a six-story, approximately 257,751 square foot mixed used building with 243 apartments and 5,126 square feet of commercial uses on top of a 413-space subterranean parking structure, and application of architectural coatings.

Dust is typically a major concern during demolition, site preparation and rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. The Project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mile per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 2.23 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the best available dust control measures are applied for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur and is incorporated into the emissions modeling for the Project.

Construction emissions for construction worker vehicles traveling to and from the Project Site, as well as vendor trips (construction materials delivered to the Project Site) were estimated based on CalEEMod. SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). Best Available Control Measures (BACMs) are considered standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken.

The estimated maximum daily construction emissions are summarized in Table 4.2, *Construction-Related Regional Pollutant Emissions*. Detailed construction model outputs are presented in Appendix A of this Initial Study.

As shown in Table 4.2, the maximum emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria

[27] Please note that 36,046 square feet was used for the existing building (which was provided by the Land Use Survey). Therefore, the data represents a worst-case scenario as a slightly smaller building for the existing use is a worst-case, as a larger building would have a larger subtraction of emissions from the Project.

pollutant. **Therefore, construction impacts would be less than significant and no mitigation measures would be required**.

Table 4.2
Construction-Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Maximum Daily Emissions[1,2]	16.5	20.5	35.1	0.06	4.84	1.51
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

1 On-site emissions from equipment operated on-site that is not operated on public roads. Demolition and site preparation PM-10 and PM-2.5 emissions include compliance with SCAQMD Rule 403.
2 Construction and painting phases may overlap.
Source: CalEEMod Version 2022.1. Output, available in Appendix A of this Initial Study.

Operational Emissions

Operational activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Emissions were also calculated for the removal of the existing post office uses. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions (Natural Gas and Electricity)
- Mobile Source Emissions (Vehicles)

Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of this Project would be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. Rule 1113 (Architectural Coatings) limits paints applied to buildings to 50g/L VOC content.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Fireplaces

The Project is not proposing to install any fireplaces and therefore would not result in any emissions associated with hearths/fireplaces.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers,

shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered.

Mobile Source Emissions

Vehicles

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project.

On July 30, 2019, the City of Los Angeles updated its travel demand model, impact evaluation methodology, and transportation impact thresholds based on VMT. In accordance with the new CEQA Section 15064.3, although the City considers the Level of Service (LOS) which measures vehicle delay during the Site Plan Review process, the Significance of Transportation Impacts for the purposes of CEQA are now determined using the VMT metric.

Per the Linscott, Law, & Greenspan Engineers, LADOT Transportation Study Assessment Referral Form (see Appendix B.3 of this Initial Study), data from the City's VMT calculator the Existing Post Office Use (being removed) generates 2,585 daily vehicle trips and the proposed Project would be expected to generate 1,316 daily vehicle trips. Therefore, the Project is expected to result in a net decrease in daily vehicle trips and daily VMT, and would not be required to perform a VMT analysis. The CalEEMod program then applies the emission factors for each trip, which is provided by the EMFAC2021 model, to determine the vehicular traffic pollutant emissions.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates.

Operational Emissions Summary

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The worst-case summer or winter criteria pollutant emissions created from the Project's long-term operations have been calculated and are shown below in Table 4.3, *Regional Operational Pollutant Emissions*.

Table 4.3
Regional Operational Pollutant Emissions

Operational Activities	Pollutant Emissions (pounds/day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	13.0	4.12	54.6	0.08	2.65	0.58
- Maximum Daily Emissions from Existing Post Office Use (being removed)	-10.1	-6.81	-66.9	-0.14	-4.95	-0.97
Net Maximum Daily Emissions	**2.9**	**-2.69**	**-12.3**	**-0.06**	**-2.3**	**-0.39**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod Version 2022.1 the higher of either summer or winter emissions for the project and the lower of either summer or winter emissions for the existing uses. CalEEMod Output available in Appendix A of this Initial Study.

The results from Table 4.3 show that none of the SCAQMD regional thresholds would be exceeded. **Therefore, operational impacts would be less than significant impact and no mitigation measures would be required**.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors;” they are also known to be locations where an individual can remain for 24 hours.

The nearest sensitive receptors to the Project Site include: the single-family residential uses located directly adjacent to the western boundary of the Site, along Vose Street, the single-family and multi-family residential uses located north of Hart Street, adjacent to the southern boundary of the Project Site, and the multi-family residential use located approximately 305 feet southeast of the Project Boundary, on the southeast corner of Hart Street and Laurel Canyon Boulevard.

Construction

Localized Significance – Construction

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if

project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs."[28] Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The CalEEMod output in Appendix A of this Initial Study show the equipment used for this analysis.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in LST Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the East San Fernando Valley source receptor area (SRA) 7 and a disturbance value of two acres per day (as the site is approximately 2.23 acres).

According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the Project Site include: the single-family residential uses located directly adjacent to the western boundary of the Site, along Vose Street, the single-family and multi-family residential uses located north of Hart Street, adjacent to the southern boundary of the Project Site, and the multi-family residential use located approximately 305 feet southeast of the Project boundary, on the southeast corner of Hart Street and Laurel Canyon Boulevard; therefore, the SCAQMD Look-up Tables for 25 meters was used. Other air quality sensitive land uses located further from the Project Site and would experience lower impacts. Table 4.4, *Local Significance-Construction Emissions,* shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

28 South Coast Air Quality Management District, Final Localized Significance Thresholds Methodology, 2003 (Revised July 2008).

Table 4.4
Localized Significance – Construction Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Demolition	17.0	16.9	1.71	0.84
Excavation/Foundation	13.7	14.8	0.62	0.56
Building Construction	11.7	12.0	0.50	0.46
Architectural Coating	1.45	1.73	0.04	0.03
SCAQMD Thresholds[2]	**114**	**786**	**7**	**4**
Exceeds Thresholds?	No	No	No	No

Notes:
1. Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two-acres, in East San Fernando Valley Source Receptor Area (SRA 7).
2. The nearest sensitive receptors are the multi-family residential uses located adjacent to the Project Site; therefore, the 25-meter threshold was utilized.
Source: EcoTierra 2022.

The data provided in Table 4.4, shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors.

Construction-Related Toxic Air Contaminants

With respect to TACs, the greatest potential for TAC emissions resulting from construction of the Project would involve diesel particulate emissions associated with trucks and heavy equipment. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 30 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. The Project would be consistent with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five (5) minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the demolition activities.

Therefore, construction impacts would be less than significant and no mitigation measures would be required.

Operation

Localized Significance – Operation

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors to the Project Site include: the single-family residential uses located directly adjacent to the western boundary of the Site, along Vose Street, the single-family and multi-family residential uses located north of Hart Street, adjacent to the southern boundary of the Project Site, and the multi-family residential use located approximately 305 feet southeast of the Project Boundary, on the southeast corner of Hart Street and Laurel Canyon Boulevard. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities or drive-through restaurants. The Project involves the construction and operation of a mixed-use commercial/residential apartment building. Due the lack of on-site/stationary source emissions, no long-term localized significance threshold analysis is warranted.

CO Hot Spots Analysis

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted

for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the LOS in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E during the morning peak hour and LOS F during the afternoon peak hour.

Per the Linscott, Law, & Greenspan Engineers, LADOT Transportation Study Assessment Referral Form, City of LA VMT Calculator (see Appendix B.3 of this Initial Study), the Project would generate approximately -1,269 net daily vehicle trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the Project is expected to result in a net decrease in daily vehicle trips, no CO hot spot modeling was performed. No significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project.

As discussed above, the Project would not exceed any of thresholds of significance recommended by the SCAQMD. **Therefore, operational impacts would be less than significant and no mitigation measures would be required.**

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes.

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. 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 commercial/residential building, which is not typically associated with odor complaints.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted

during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated.

Construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations. In particular, Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.[29] **Therefore, impacts would be less than significant and no mitigation measures would be required**.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. 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 US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

29 SCAQMD Rule 401, Nuisance, last amended November 9, 2001.

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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

No Impact. A significant impact may occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the State or federal regulatory agencies cited.

The Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. The Project Site contains vegetation landscaping along a portion of the commercial frontage and one non-protected tree within the adjacent right-of-way. The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[30] The Project Site and surrounding area are not identified as a biological resource area.[31] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[32]

As the Project Site has been completely developed with hardscaping, within a heavily urbanized area of the City, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. No such species or habitats are known to occur

30 City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.
31 City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-5, Biological Resource Areas (Valley Geographical Area).
32 Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET online database, https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed November 2022.

at the Project Site per local or regional plans 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 near undeveloped natural/undisturbed open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Furthermore, 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.[33] **Therefore, no impacts would occur and no mitigation measures would be required**.

b. 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. A significant impact may occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited were to be adversely modified without adequate mitigation. The Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. The Project Site contains vegetation landscaping along a portion of the commercial frontage and one non-protected tree within the adjacent right-of-way. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area; thus, implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. **Therefore, no impacts would occur and no mitigation measures would be required**.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact may occur if state or federally protected wetlands are modified or removed without adequate mitigation. The Project Site is currently developed with a 36,160 square foot one-story commercial building and associated surface parking and is located in an urban area. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area; thus, implementation of the Project would not result in any adverse impacts to state or federally protected wetlands such as marshes vernal pools, or coastal areas. **Therefore, no impacts would occur and no mitigation measures would be required.**

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?

No Impact. A significant impact may occur if a project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The Project Site is

33 California Department of Fish and Wildlife, California Regional Conservation Plans, May 2021.

currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. The Project Site contains vegetation landscaping along a portion of the commercial frontage and one non-protected tree within the adjacent right-of-way. There are no protected species or heritage trees on the Project Site or in the adjacent public right-of-way. The Project Site is not located in a Biological Resource Area, or a Significant Ecological Area per the City and County General Plans, and thus the Project Site is not part of a significant wildlife corridor. Additionally, there are no waterways located in the vicinity of the Project Site that are used by migratory fish, and there are no wildlife nursery sites in the area. Although unlikely, the one existing street tree could potentially provide nesting sites for migratory birds.

All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA). The federal MBTA prohibits any person unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention...for the protection of migratory birds...or any part, nest, or egg of any such bird".[34] The Project would be required to comply with the MBTA, to reduce potential impacts to migratory bird species that could potentially nest in trees. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish, wildlife species, or with established native resident or migratory wildlife corridors, and/or impede the use of native wildlife nursery sites. **Therefore, no impacts would occur and no mitigation measures would be required.**

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. As set forth in Ordinance No. 186,873, 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).

The Project Site contains vegetation landscaping along a portion of the commercial frontage and one non-protected tree within the adjacent right-of-way. Furthermore, the Applicant would

34 US Code Title 16 Conservation Chapter 7, Sections 703 et seq.; 50 CFR Part 10.

be required to improve the right-of-way. Prior to any work on the right-of-way, the Applicant would be required to obtain approved plans from the Department of Public Works. Note no street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this Initial Study, no approvals have been given for any tree removals on-site. Pursuant to the LAMC, the existing trees would be replaced at a ratio of 2:1 with a minimum 24" box replacement tree for a total of two trees. In addition, one tree per four residential units would be required of the Project, for a total of 61 trees. The Project's proposes 61 trees, including four street level trees, pending Department of Urban Forestry approval.

As outlined in the City Tree Disclosure Statement,[35] the Project Site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. Additionally, there is limited vegetation landscaping on and adjacent to the Project Site. Construction of the Project would not affect any protected trees. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

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?

No Impact. A significant impact may occur if a project is inconsistent with resource policies of any conservation plans of the types cited above. 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.[36] **Therefore, no impacts would occur and no mitigation measures would be required**.

35 City of Los Angeles Tree Disclosure Statement, October 10, 2022. Refer to Appendix C to this Initial Study.

36 California Department of Fish and Wildlife, California Natural Community Conservation Plans, April 2019.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

Less Than 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.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code §§5020.1 (j) or 5024.1.

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.

The Project Site is currently developed with a one-story 36,160 square foot commercial building, which was built in 1957 and is occupied by the U.S. Postal Services and an insurance business, and associated surface parking. The Project Site does is not within a Historic Preservation Review area, nor is the Project Site within a Historical Preservation Overlay Zone.[37] The Project Site is not identified as an eligible resource by Survey LA, the City's office historic resources survey;[38] or as a City Historic-Cultural Monument.[39] Moreover, the Project Site is not listed as an historical resource in national or State registries.[40] **Therefore, impacts would be less than significant and no mitigation measures would be required.**

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. A project-related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. It is anticipated that the proposed basement parking levels would only extend up to a depth of 24 feet below the existing grade. Regardless, the Project could have the potential to disturb previously undiscovered archaeological resources.

Based on the records search conducted by the South Central Coastal Information Center (SCCIC) on January 17, 2023 and included in Appendix D of this Initial Study, no archaeological resources have been found at the Project Site or within a 0.5-mile radius of the Project Site.[41] Nevertheless, it is always possible that unknown and unanticipated intact archaeological deposits and/or features could be present at subsurface levels. To this end, the City has

37 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

38 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

39 City of Los Angeles Department of City Planning, Historic-Cultural Monument (HCM) List, website: http://historicplacesla.org/search. Accessed November 2022.

40 City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map, website: http://www.historicplacesla.org/map. Accessed November 2022.

41 Letter correspondence with Stacy St. James, South Central Coastal Information Center, January 17, 2023. Refer to Appendix D to this Initial Study.

established a standard condition of approval to address inadvertent discovery of archaeological resources. Should archaeological resources be inadvertently encountered, the City's condition of approval provides for temporarily halting construction activities near the encounter and retaining a qualified archaeologist to assess the find. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements as set forth in CEQA Section 21083.2. Overall, with adherence to the City's condition of approval consistent with CEQA Section 21083.2, the Project would not cause a substantial adverse change in the significance of an archaeological resource. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. A significant adverse effect may 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. As the Project Site would be excavated for the construction of a two-level below grade parking structure, human remains may 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. Considering the low potential for any human remains to be located on the Project Site and that compliance with regulatory standards described above would ensure appropriate treatment of any human remains unexpectedly encountered during grading activities, the Project's impact on human remains would be less than significant. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. A significant impact may occur if construction or operation of a project consumed electricity, natural gas, or transportation fuel in a wasteful, inefficient, or unnecessary manner.

Construction

Transportation-Energy

During Project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and vehicles used to deliver materials to the Site. The Project would require demolition, site preparation and grading, including hauling material offsite; building construction, including installation of asphalt and pavement; and application of architectural coating. As taken from the CalEEMod modeling prepared for the Project, diesel-powered construction equipment (such as off-road equipment and hauling and vendor trucks) would result in approximately 1,420.71 metric tons of carbon dioxide ($MTCO_2$), or 3,132,666 pounds of CO_2, while gasoline-powered construction equipment (such as worker automobiles) would result in approximately 749.46 $MTCO_2$, or 1,652,559 pounds of CO_2.[42] According to CO_2 emission factors for transportation fuels published by the U.S. Energy Information Administration, burning one gallon of diesel fuel generates approximately 22.4 pounds of CO_2 and burning one gallon of gasoline produces approximately 19.6 pounds of CO_2.[43] Based on the U.S. Energy Information Administration fuel consumption factors, and the Project's estimated CO_2 emissions presented in the CalEEMod output sheets, it is estimated that the Project's construction activities would consume a total of approximately 141,493 gallons of diesel fuel and approximately 84,314 gallons of gasoline. According to fuel sales data from the California Energy Commission, fuel consumption in Los Angeles County was approximately 3.06 billion gallons of gasoline and 445 million gallons of diesel fuel in 2021 (the most recent year of reported data).[44] Accordingly, the Project's transportation-energy consumption during construction would represent a negligible portion of annual gasoline and diesel consumption within Los Angeles County.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, the Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction activities would utilize fuel-efficient equipment consistent with state and federal regulations and would comply with state measures to reduce the inefficient, wasteful, or unnecessary

42 See Construction Transportation Energy Worksheet included in Appendix E of this Initial Study.

43 U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, February 2, 2016.

44 California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2021. Diesel is adjusted to account for retail (50.3%) and non-retail (49.7%) diesel sales.

consumption of energy. In addition, per applicable regulatory requirements, the Project would comply with construction waste management practices to divert construction and demolition debris. These practices would result in efficient use of transportation-energy necessary to construct the Project. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary.

Electricity and Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. In addition, construction of the Project would not require electricity to power most construction equipment. Electrical demand during construction is typically a fraction of the electrical demand during operation, which, as detailed below, would be well within the supply capabilities of the provider. Electricity use during construction would vary during different phases of construction. The majority of construction equipment during demolition and grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary and would fluctuate according to the phase of construction. Additionally, it is anticipated that most of the electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Summary

Based on the above, the Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction. **Therefore, impacts during construction would be less than significant and no mitigation measures would be required.**

Operation

Transportation-Energy

Transportation-related energy in the form of gasoline and diesel fuel would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips to and from the Project Site by employees, patients, and visitors. According to the Project's VMT Screening Worksheet (see Appendix B.1 of this Initial Study), the Project would result in 9,049 daily VMT, or 3,302,885 annual VMT. According to CARB's On-Road Emissions Factor (EMFAC) model, diesel-powered vehicles will account for 4.86 percent of all on-road VMT and will have an average fuel efficiency weighted for percentage of miles traveled of 12 miles per gallon (mpg) in 2028 (the Project's operational year), while gasoline-powered vehicles will account for 87.56 percent of on-road VMT with a fuel efficiency of 28 mpg; electric-powered vehicles, natural-gas-powered vehicles, and plug-in hybrid vehicles will account for the remaining on-road VMT.[45] Accordingly, using the same percentages of VMT and average fuel

[45] California Air Resources Board, EMFAC2021 on-road vehicle emissions factor model, EMFAC2021 (Modeling input: Los Angeles County; Fleet Aggregate; Annual; 2028). The modeling input values are considered generally representative of conditions for the region and representative of the majority of vehicles associated with Project-related VMT. See EMFAC Operational Transportation Energy Worksheet in Appendix E of this Initial Study.

economy projected by EMFAC, operation of the Project would consume approximately 13,377 gallons of diesel fuel and 103,286 gallons of gasoline per year.[46] For comparison purposes, the fuel usage during Project operation would represent 0.003 percent of the projected 2028 annual diesel fuel-related energy consumption and 0.004 percent of the projected 2028 annual on-road gasoline-related energy consumption in Los Angeles County.[47]

The Project's residents, employees, and visitors would utilize vehicles that comply with CAFE fuel economy standards and the Pavley standards, which are designed to result in more efficient use of transportation fuels. And as detailed in Checklist Question XVII. Transportation, the Project would not conflict with circulation system plans. Moreover, as shown in the Project's VMT Screening Worksheet (see Appendix B.1 of this Initial Study), the Project's projected VMT would represent a reduction of the VMT associated with the Project Site under existing conditions by approximately 48 percent.[48]

Electricity and Natural Gas

During operation of the Project, electricity and natural gas would be consumed for multiple purposes, including, but not limited to, HVAC, refrigeration, water heating, lighting, and the use of electronics, equipment, and appliances. According to the CalEEMod outputs (see Appendix A of this Initial Study), the Project would have an electrical demand of 1,625,302 kilowatt-hours per year (kWh/yr), or 1.63 gigawatt-hours (GWh), and a natural gas demand of 3,259,064 cubic-feet (cf) per year, or 8,929 cf per day.[49] Electricity would be provided to the Project Site by the Los Angeles Department of Water and Power (LADWP), which projects that its total sales in 2028-2029 fiscal year (the Project's operational year) will be 24,341 GWh.[50] Natural gas would be provided to the Project Site by Southern California Gas Company (SoCalGas), which projects that natural gas consumption within SoCalGas' planning area will be approximately 2,167 million cf per day in 2028.[51] As such, the Project's electrical demand would represent

46 Calculated as follows for diesel: 4.86 percent of total 3,302,885 VMT = 160,520 diesel VMT / 12 diesel mpg = 13,377 gallons of diesel. Calculated as follows for gasoline: 87.56 percent of total 3,302,885 VMT = 2,892,006 gasoline VMT / 28 gasoline mpg = 103,286 gallons of gasoline.

47 California Air Resources Board, EMFAC2021 on-road vehicle emissions factor model, EMFAC2021 (Modeling input: Los Angeles County; Fleet Aggregate; Annual; 2028). The modeling input values are considered generally representative of conditions for the region and representative of the majority of vehicles associated with Project-related VMT. According to EMFAC2021 modeling, Los Angeles County on-road vehicles will consume 3.3 billion gallons of gasoline and 535 million gallons of diesel in 2028 (i.e., the Project's buildout year). See EMFAC Operational Transportation Energy Worksheet in Appendix E of this Initial Study.

48 The VMT Screening Worksheet calculates that the Project Site's existing uses result in 17,363 daily VMT.

49 Note that the CalEEMod outputs present the Project's operational natural gas demand as 3,379,649 kilo-British thermal units (kBTU) per year. In 2020, the U.S. annual average heat content of natural gas delivered to consumers was about 1,037 BTU (or 1.037 kBTU) per cubic foot. Source: United States, Energy Information Administration, https://www.eia.gov/tools/faqs/faq.php?id=45&t=8. Project consumption calculated as follows: 3,379,649 kBTU per year / 1.037 kBTU per cubic foot (cf) = 3,259,064 cf per year / 365 days per year = 8,929 cf per day.

50 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter. LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017, Appendix A, Table A-1, p. A-6.

51 California Gas and Electric Utilities, 2022 California Gas Report, Table 33: Southern California Gas Company, Annual Gas Supply and Requirements, Average Temperature Year, page 186.

0.007 percent of LADWP's available supplies. The Project's natural gas demand would represent 0.0004 percent of the natural gas consumption within SoCalGas' area.

The Project would comply with standards set in the Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) and California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. The Los Angeles Green Building Code contains mandatory measures for residential and nonresidential uses, particularly those related to energy efficiency (i.e., renewable energy, indoor and outdoor water use, and water reuse systems). California's Green Building Standards Code (CALGreen; Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction Projects. Furthermore, the 2019 Building Energy Efficiency Standards of the California Energy Code (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards.

Summary

Based on the above, the Project would not involve the inefficient, wasteful, and unnecessary use of energy during operation. Furthermore, with regard to transportation fuel consumption, the Project would reduce the VMT associated with the Project Site by approximately 48 percent as compared to existing conditions, which would have a corresponding reduction in transportation fuel consumed. **Therefore, impacts during operation would be less than significant and no mitigation measures would be required.**

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. A significant impact may occur if a project were to conflict with a state or local plan for renewable energy or energy efficiency.

The energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2019 CALGreen Code, and the City of Los Angeles Green Building Code. As these conservation policies are mandatory under the City of LA Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency. With regard to transportation related energy usage, as discussed in greater detail in **Checklist Section VIII, Greenhouse Gas Emissions**, the Project would not conflict with the goals of the City of Los Angeles Sustainable City pLAn and SCAG's 2020-2045 RTP/SCS, which incorporate VMT targets established by SB 375. The Project's development of a mixed-use building on an infill Project Site located Metro Bus local transit routes would serve to reduce VMT and associated fuel consumption within the region. Overall, the Project would be designed and constructed in accordance with applicable state and local green building standards that would serve to reduce the energy demand of the Project. In addition, as discussed above, the demand for electricity during construction and operation of the Project would represent a small fraction LADWP's projected and planned sales. Similarly, petroleum-based fuels during

construction and operation would also represent a small fraction of the projected fuel use in Los Angeles County. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **Impacts would be less than significant and no mitigation measures are required.**

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit 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?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The following analysis is largely based on the Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023.[52]

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. A significant impact may occur if a project is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey, faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The California Geological Survey establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface

[52] Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

ruptures. In addition, the City designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.[53]

The Project Site is not located within a State of California Alquist-Priolo Earthquake Fault Zone (formerly known as a Special Studies Zone), nor does the County of Los Angeles note faults on the site. The nearest active fault and Alquist-Priolo Earthquake Fault zone, the Sierra Madre fault zone, is approximately 5.95 miles north northeast of the Site. The closest fault (inactive) is the Verdugo fault, approximately 2.25 miles northeast of the Site. Therefore, the Project Site is subject to intense ground shaking during a seismic event.[54] However, the risk for surface rupture at the Project Site is considered low as there are no known faults underlying the Project Site. Furthermore, the Project would be required to comply with applicable State and local building and seismic codes and implement all site- and Project-specific design recommendations contained in the Geotechnical Report (see Appendix F to this Initial Study) that was prepared for the Project. Final design-level soils and geological reports would be submitted to the Los Angeles Department of Building and Safety for review and approval as part of the standard building permit submittal package prior to Project construction.[55] Conformance with current Building Code requirements and site-specific design recommendations in the Geotechnical Report would minimize the potential for people on the Project Site to sustain loss, injury, or death as a result of fault rupture. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

ii. Strong seismic ground shaking?

Less Than Significant Impact. 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 Southern California region, which generally experiences moderate to strong ground shaking in the event of an earthquake on a local or regional fault. However, as noted above, no active faults are known to pass directly beneath the Project Site.

The Geotechnical Report prepared for the Project (see Appendix F to this Initial Study) provided site-specific seismic design parameters based on the uses proposed and soil conditions at the Project Site. The Project would be required through regulatory compliance, including the requirements of LAMC Section 91.7006.2, to incorporate the recommendations of the Project's geotechnical engineer and with any conditions issued by LADBS per their review of the Project's Geotechnical Report, which would account for seismic calculations from probabilistic seismic hazard modeling for the Site. In addition, the Project would be required to comply with the City

53 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

54 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

55 Los Angeles Municipal Code Section 91.7006.2 requires the submittal of soils and geological reports to LADBS for review and approval for all grading work in excess of 5,000 cubic yards.

Building Code, which incorporates, with local amendments, the latest editions of the International Building Code and California Building Code. Compliance with the City Building Code includes incorporation of the seismic standards appropriate to the Project Site and its Seismic Design Category as established in the Geotechnical Report. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement in compliance with the Building Code. Accordingly, the Geotechnical Report prepared for the Project concluded that development of the Project is feasible from a geotechnical engineering standpoint, provided that the advice and recommendations contained in the report are included in the Project plans and implemented during construction. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

iii. Seismic-related ground failure, including liquefaction?

No Impact. 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 occurs when the pore pressures generated within a soil mass approach the effective overburden pressure. Liquefaction of soils may be caused by cyclic loading such as that imposed by ground shaking during earthquakes. The increase in pore pressure results in a loss of strength, and the soil then can undergo both horizontal and vertical movements, depending on the site conditions. Other phenomena associated with soil liquefaction include sand boils, ground oscillation, and loss of foundation bearing capacity. Liquefaction is generally known to occur in loose, saturated, relatively clean, fine-grained cohesionless soils at depths shallower than approximately 50 feet. Factors to consider in the evaluation of soil liquefaction potential include groundwater conditions, soil type, grain size distribution, relative density, degree of saturation, and both the intensity and duration of ground motion.

The current standard of practice requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A review of the Seismic Hazard Zone Report for the Van Nuys 7.5-Minute Quadrangle (1997), the Earthquake Zones of Required Investigation Van Nuys Quadrangle (1998) and the County of Los Angeles General Plan (2020) indicate the Project Site is located not within a liquefaction or the landslide zone. Based on the anticipated depth of groundwater greater than 50 feet along with dense soil conditions in soil borings, the potential for seismically induced liquefaction is low.[56] **Therefore, no impacts would occur and no mitigation measures would be required.**

56 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

iv. Landslides?

No Impact. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. The Project Site and surrounding area consist of relatively flat topography and are not located within an area identified by the State as having a potential for landslides, or within the path of a known landslide.[57] Furthermore, due to the relatively level and limited gradient changes of the site and surrounding areas, the potential for landslides at the project site is considered negligible.[58] **Therefore, no impacts would occur and no mitigation measures would be required**.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than 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. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently fully developed with a building and surface parking; and the Project would cover the same area. As such, there would be no areas within the Project Site with exposed topsoil upon completion of the Project. However, development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils underneath the Project Site and expose these soils to rainfall and wind during construction, thereby potentially resulting in soil erosion. This potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the LADBS, which would include requirements and standards designed to limit potential effects associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavations, and fills. Regarding soil erosion during Project operations, the potential is negligible since the Project Site would mostly remain fully developed, except for some landscaping located throughout the Project Site. However, the landscaping would include trees to prevent soil erosion. Furthermore, the Project would be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

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

Less Than Significant Impact. A significant impact 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. Potential impacts with respect to liquefaction and landslide potential are evaluated in Checklist Questions 6(a)(iii) and (iv) above.

57 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

58 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

The Project Site is underlain by by Qa- Holocene. The deposit is described as surficial sediments- alluvial gravel, sand, and some clay of the valley areas. Earth materials encountered during the subsurface investigation shows that one geologic unit was encountered, young Quaternary alluvium valley deposits (Qa). In general, the alluvium consisted of sandy lean clays, clayey sands, and silty clayey sands.[59]

The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the Project Site.

The topography at the Project Site is relatively level, with no pronounced highs or lows. The Project Site is not located within a City of Los Angeles Hillside Grading Area or a Hillside Ordinance Area. Also, the Project Site is not located within an area identified as having a potential for seismic slope instability. There are no known landslides near the Project Site, nor is the Site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the proposed development is considered low.

In addition, safe construction practices would be exercised through required compliance with the City Building Code, the Geotechnical Report's recommendations, and conditions of approval provided by LADBS, which includes building foundation requirements appropriate to site conditions and soil conditions, including soil stability. The Geotechnical Report prepared for the Project (see Appendix F to this Initial Study) concluded that the Project would not be subject to hazards related to instability, such as settlement, slippage, or landslide provided that the recommendations contained in the Geotechnical Report are followed and implemented during design and construction. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

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

Less Than 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. Expansive soils are typically associated with clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying.

Subsurface exploration conduction as part of the Geotechnical Report (see Appendix F to this Initial Study) determined that the Project Site is underlain by alluvium consisting of sandy lean clays, clayey sands, and silty clayey sands. The on-site fill consists of sandy silt within the soils encountered near the ground surface. Generally, this material exhibits "very low" expansion

59 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

potential.[60] Furthermore, the Project would be required to comply with the City of Los Angeles Uniform Building Code, the LAMC, and other applicable building codes which include building foundation requirements appropriate to Site-specific conditions, such as expansion potential, established in the Geotechnical Report, and any conditions or recommendations established for the Project by the LADBS during their review of Project plans and the Geotechnical Report as part of the building and grading permit approval process (pursuant to LAMC Section 91.7006.2). **Therefore, impacts from expansive soil would be less than significant.**

e. 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. A significant impact may occur if a project is 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. Therefore, no septic tanks or alternative disposal systems would be necessary, nor are they proposed. **Therefore, no impacts would occur and no mitigation measures would be required**.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A significant impact may occur if a project directly or indirectly destroys a unique paleontological resource or site or unique geologic feature. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. As the Project Site has been previously graded and developed, surficial paleontological resources that may have existed at one time have likely been previously disturbed.

A paleontological records search conducted by the Natural History Museum for the Project Site, included in Appendix G of this Initial Study, indicates there are no previously encountered fossil vertebrate finds located within the Project Site.[61] However, as detailed in the records search, there are localities from the same sedimentary deposits that occur in the Project area, either at the surface or at depth. Therefore, as the Project would require excavation for subterranean parking, utility and foundation work, and grading and there would be a potential to encounter buried paleontological resources. The City has established a standard condition of approval to address inadvertent discovery of paleontological resources. Should paleontological resources be inadvertently encountered, the City's condition of approval provides for temporarily halting construction activities near the encounter and retaining a qualified paleontologist to assess the find and, if necessary, developing a plan for removal and treatment of the find. Overall, with

60 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

61 Correspondence from Alyssa Bell, Ph.D., Natural History Museum of Los Angeles County, November 27, 2022. Refer to Appendix G of this Initial Study.

adherence to the City's condition of approval, the Project would not directly or indirectly destroy a unique paleontological resource. Impacts would be less than significant, and no mitigation measures would be required. With regard to a unique geologic feature, the Project Site is currently developed with one building and surface parking and there are no unique geologic features on the Project Site. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

GHG are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs.

CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with regulatory programs to reduce GHG emissions. Because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment. CARB's Climate Change Scoping Plan; the City's LA Green Plan;

and Sustainable City pLAn all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, the Lead Agency has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's 2022 Climate Change Scoping Plan, the City's LA Green Plan, and Sustainable City pLAn. The Project's consistency with these applicable regulatory plans and policies is discussed in threshold (b) below.

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

Less Than Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds. A significant air quality impact may occur if a project is not consistent with the CARB Scoping Plan or other applicable plans designed to reduce greenhouse gas emissions such as a Climate Action Plan, or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of such a plan.

Applicable plans adopted for the purpose of reducing GHG emissions include the 2022 CARB Scoping Plan, the City of Los Angeles Sustainable City pLAn, and the 2020 RTP/SCS discussed below.

CARB Scoping Plan

The Scoping Plan is a GHG emission reduction roadmap developed and updated by the CARB at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[62] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[63] The 2017 Scoping Plan Update,[64] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG

62 CARB. 2008. Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed June 2023.
63 CARB. 2014. First Update to the Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed June 2023.
64 CARB. 2017. California's 2017 Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[65] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires (Table 4.5, *Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan*).

Table 4.5
Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] *312 – 260 = 52. 52 / 312 = 16.7%*

Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in

65 CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table 4.6, *Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan,* below provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan Update.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan Update modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan Update explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) (Laird, Chapter 361, Statutes of 2022)	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
Clean Energy, Jobs, and Affordability Act of 2022	state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan Update describes the implications of this legislation on emissions.
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan Update.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022)	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030,

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands	2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO_2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan Update describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high-global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan Update as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: ● Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. ● Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. ● Coordinate and consult with other state agencies. ● Prioritize actions that leverage state and federal incentives. ● Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity.

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	The 2022 Scoping Plan Update modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. CO_2 Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: ● Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. ● Analyze and project the impact of climate change and other stressors in California's biodiversity. ● Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan Update.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: ● 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. ● 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks.

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	● 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan Update modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: ● Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. ● Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. ● Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: ● Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. ● Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. ● Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan Update modeling reflects efforts to accelerate ZEV deployment.

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) (Petrie- Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: ● Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. ● Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: ● Develop a framework for implementation and accounting that tracks progress toward this goal. ● Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan Update is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018)	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires

Table 4.6
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
California Renewables Portfolio Standard Program: emissions of greenhouse gases	these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan Update reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan Update.
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan Update.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1

starting on page 72 of the Scoping Plan. It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan Update will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate

goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the CEQA."[66]

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50 percent of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, funding. Additionally, CAPs need to be monitored and updated as State targets change and new data is available. Jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization). "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction."[67]

The State also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing[68] while demonstrating that a Project is in alignment with the State's Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

Thus, if the Project is designed in accordance with these plans, policies, regulations, and requirements, the Project would result in a less than significant impact because it would be consistent with the overarching state, regional, and local plans for GHG reduction.

The City's TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375. The Project is located in South LA Area Planning Commission (APC) jurisdiction, and the TAG identify a daily household VMT per capita impact threshold of 6.0 for

66 CARB. 2022 Scoping Plan, Appendix D, page 20.
67 CARB. 2022 Scoping Plan, Appendix D, page 20.
68 The State recognizes the need for 2.5 million housing units over the next eight years, with one million being affordable units. CARB. 2022 Scoping Plan, Appendix D, page 20.

residential development projects within the South LA APC, which represents 15 percent below existing APC average at the time of the TAG preparation.[69]

Consistency with plans and policies is evaluated by discussing Project design features related to energy efficiency, renewable energy, infill development, transit accessibility, water conservation, and per capita VMT and emissions. All of these elements have beneficial effects related to minimizing and reducing GHG emissions associated with land use development. The discussion of Project consistency with applicable plans and policies considers the Project location and land use, per capita VMT, mandatory compliance with the Green Building Code, provision of on-site renewable energy, water conservation through plumbing fixtures and irrigation, and accessibility to transit.

Consistency with CARB Scoping Plan

As discussed above, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas). A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- Convert local government fleets to zero-emission vehicles (ZEV)

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local

69 LADOT, Transportation Assessment Guidelines, Table 2.2-1: VMT Impact Criteria (15% Below APC Average), July 2019.

reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. This measure applies to City fleets and the Project would not conflict with these goals.

- Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Ten percent of the required and proposed parking spaces for the Project would have chargers for electric vehicles and 30 percent of the required and provided parking spaces would be pre-plumbed for future electric vehicle charging. Therefore, the Project would comply with the LAMC by installing the required amount of electric vehicle charging infrastructure based on the proposed land use type and size.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- Reduce or eliminate minimum parking standards in new developments.
- Implement parking pricing or transportation demand management pricing strategies.

The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City.

With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

Pursuant to LAMC Section 12.21 A.4, the Project is required to provide 360 residential vehicular parking spaces and 51 commercial vehicular parking spaces. The Project proposes to provide a total of 360 residential vehicular parking spaces7 in two levels of subterranean parking and 53 commercial vehicular parking spaces in at grade parking. Pursuant to LAMC Section 12.21 A.16.(a), the Project is required to provide 136 long-term residential bicycle parking spaces and 14 short-term residential bicycle parking spaces. The Project is required to provide 2 long-term commercial bicycle parking spaces and 2 short-term commercial bicycle parking spaces. As required, the Project would provide 154 bicycle parking spaces including 138 long-term and 16 short-term spaces; long term spaces would be provided in the P1 subterranean parking level, and short-term spaces would be provided outside on the ground level along N. Laurel Canyon Boulevard. Along N. Laurel Canyon Boulevard, Metro Bus Local Line 230 runs north-south and provides local service between Sylmar and Ventura Boulevard. At the intersection of N. Laurel Canyon Boulevard and Sherman Way, approximately 0.2 feet north of the Project Site, Metro Bus Local Line 162 provides local bus service runs west-east and provides local service between North Hollywood and Topanga Canyon Boulevard. Access to alternative forms of transportation will reduce VMT. Therefore, the Project would be consistent and not conflict with this reduction strategy to reduce parking standards.

- Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.

The City of Los Angeles Mobility Plan 2035 established a “Complete Streets” planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California’s Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. The Project is mixed-use building containing 243 residential dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, and approximately 5,126 square feet of ground-floor commercial uses. As stated in the Project Description, residents and visitors would access the residential areas of the building through either the ground floor courtyard area from the Project’s N. Laurel Canyon Boulevard frontage or directly from N. Laurel Canyon Boulevard. The ground floor commercial uses would also be accessed from the ground floor courtyard area.

Additionally, along N. Laurel Canyon Boulevard, Metro Bus Local Line 230 runs north-south and provides local service between Sylmar and Ventura Boulevard. At the intersection of N. Laurel Canyon Boulevard and Sherman Way, approximately 0.2 feet north of the Project Site, Metro Bus Local Line 162 provides local bus service runs west-east and provides local service between North Hollywood and Topanga Canyon Boulevard. Therefore, the Project would not conflict with the implementation of Complete Streets policies.

- Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, micro transit, etc.
- Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.
- Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).
- Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements).

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS’ “Core Vision” prioritizes the maintenance and management of the region’s transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

On a local level, the city has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Project represents an infill development within an existing urbanized area that would concentrate on new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project’s is in close proximity to public transit, including the Los Angeles County Metropolitan Transportation Authority (Metro) Bus Local Line 230 and 162 provides local service, and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. In addition, the project site is surrounded by a variety of existing commercial and residential uses which would encourage nearby residents

to walk to the project site and/or employees of the project to walk to nearby destinations, thereby reducing VMT and GHG emissions. Therefore, the Project would be consistent with these reduction strategies.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- Adopt all-electric new construction reach codes for residential and commercial uses.

California's transition away from fossil fuel–based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-elective, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Project will incorporate electrical appliances as required by LAMC. Therefore, the Project would be consistent and not conflict with the LAMC.

- Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades.

Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

The Project includes demolition of the existing 36,160 square foot building and clearing of the associated surface parking area and the construction of a new mixed-use building containing 243 residential dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, and approximately 5,126 square feet of ground-floor commercial uses. The Project would not involve retrofitting of existing buildings and would be completely new construction. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

Consistency with SB 32

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal of Executive Order S-3-05, to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). The Project, as analyzed above, is consistent with AB 32. Therefore, the Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update, however, CARB generally described the type of activities required to achieve the 2050 target: "demand reduction through efficiency and activity changes; largescale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively, the 2050 target of Executive Order S-3-05 has not been codified, so the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the Executive Order S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (Cleveland National). The case arose from SANDAG's adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB 375. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target. Accordingly, since the Project is much smaller in size and scope in comparison to the Regional Transportation Plan examined in Cleveland National, assessing the Project's consistency with

regard to the 2050 target of Executive Order S-3-05 is not necessary for determining compliance with CEQA.

The 2017 Scoping Plan builds on the 2008 Scoping Plan in order to achieve the 40 percent reduction from 1990 levels by 2030. Major elements of the 2017 Scoping Plan framework that will achieve the GHG reductions include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing Zero Emission Vehicle (ZEV) buses and trucks. When adopted, this measure would apply to all trucks accessing the Project site; this may include existing trucks or new trucks purchased by the project proponent, which could be eligible for incentives that expedite the Project's implementation of ZEVs.

- Low Carbon Fuel Standard (LCFS), with an increased stringency (20 percent by 2030). When adopted, this measure would apply to all fuel purchased and used by the Project in the state.

- Implementing SB 350, which expands RPS to 50 percent and doubles energy efficiency savings by 2030. When adopted, this measure would apply when electricity is provided to the Project by a utility company.

- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. When adopted, this measure would apply to all trucks accessing the Project Site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.

- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.

- Continued implementation of SB 375. The Project is not within the purview of SB 375 and would therefore not conflict with this measure.

- Post-2020 Cap-and-Trade Program that includes declining caps. When adopted, the Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.

- 20 percent reduction in GHG emissions from refineries by 2030. When adopted, the Project would be required to comply with this measure if it were to utilize any fuel from refineries.

- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink. This is a statewide measure that would not apply to the Project.

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.[70]

LA Sustainable City pLAn

While not a plan adopted solely to reduce GHG emissions, within L.A.'s Green New Deal (Sustainable City pLAn 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals.

The 2019 L.A. New Green Deal is the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future and it addresses the climate emergency with accelerated targets and new aggressive goals. The Project would contribute towards the attainment of the aspirations and goals previously identified in the Regulatory Framework discussion above by:

- Obtaining power from a utility provider that supplies 55 percent renewable energy by 2025.
- Including components that would reduce building energy use per square foot 22 percent by 2025.
- Reducing Vehicle Miles Traveled per capita by at least 13 percent by 2025.
- Ensuring 57 percent of new housing units are built within 1,500 feet of transit.

The Project would use energy from the Los Angeles Department of Water and Power (LADWP), which currently provides 34 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. The Project would be designed and constructed to meet LA Green Building Code standards, where applicable. The Project would be a modern development with energy efficient heaters and air conditioning systems. As such, the Project would be consistent with the goals and initiatives in the L.A. Green New Deal.

A discussion of the Project's consistency with the Sustainable City pLAn targets is provided below in Table 4.7, *Project Consistency with the LA Sustainable City pLAn*.

70 California Legislative Information, Senate Bill No. 32, [Online] September 8, 2016. Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32. Accessed November 2022.

Table 4.7
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
Local Water. 20% reduction in water use per capita by 2017; 22.5% by 2025; and 25% by 2035.	**No conflict**. The Project would be consistent with the LAMC to reduce water consumption by 20 percent. The Project is required to follow CALGreen Standards which mandates a 20 percent reduction in indoor water use.
Solar Power. Increase cumulative total megawatts of local solar photovoltaic power to between 900-1,500 megawatts by 2025 and 1,500 to 1,800 megawatts by 2035 as well as increasing the cumulative total megawatts of energy storage capacity to at least 1,654 to 1,750 megawatts by 2025.	**No conflict**. Compliance with the LA Green Building Code and CALGreen Code would ensure energy efficiency. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Energy Efficient Buildings. Reduce energy use per square foot below 2013 baseline levels for all building types by at least 14% by 2025 and 30% by 2035 and use energy efficiency to deliver 15% of all of the City's projected electricity needs by 2020.	**No conflict**. Compliance with the LA Green Building Code and CALGreen Code would ensure energy efficiency. Project would include, but not be limited to: air-tight and insulated envelope, Low-E windows, low-water use plumbing fixtures, low water-use landscaping, drip irrigation, leak detection systems, and conduit for solar thermal or photovoltaic systems. Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces would have chargers for electric vehicles.
Carbon and Climate Leadership. Reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. Improve GHG efficiency of the City from 2009 levels by 55 percent by 2025 and 75 percent by 2035.	**No conflict.** The Project would be designed to incorporate energy and water efficient design that meet or exceed the 2022 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures. The Project includes design features and compliance with Code measures that would assist in the reduction of Project-related GHG emissions. Some of these design features and mitigation measures include: low water-use landscaping, leak detection systems, and conduit for solar thermal or photovoltaic systems. Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces would have chargers for electric vehicles.
Waste and Landfills. Increase land fill diversion rates to at least 90 percent by 2025 and 95 percent by 2035, as well as increasing proportion of waste products and recyclable commodities productively reused and repurposed within the County of Los Angeles to at least 25 percent by 2025 and 50 percent by 2035.	**No conflict**. The Project would be required to implement recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341). The Project would be served by a solid waste collection and recycling service that may include mixed-waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site.

Table 4.7
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
Housing and Development. Increase cumulative new housing unit construction to 100k by 2021, 150k by 2025, and 275k by 2035. Ensure proportion of new housing units built within 1,500 feet of transit is at least 57 percent by 2025 and 65 percent by 2035.	**Not applicable.** The Project includes construction of a new, 243 dwelling unit residential building (13 of which are being set-aside as extremely low-income and 27 are set aside as very-low-income units). The Project is also an infill development located in close proximity to transit.
Mobility and Transit. Reduce daily VMT per capita by at least 5 percent by 2025 and 10 percent by 2035. Increase the percentage of all trips made by walking, biking, or transit to at least 35 percent by 2025 and 50 percent by 2035.	**No conflict**. The Project proposes infill multi-family residential development within an existing urbanized setting and is within an area well-served by existing transit routes, including Metro Bus line 230 along N. Laurel Canyon Boulevard and Metro Bus line 162 along Sherman Way. As required, the Project would provide 154 bicycle parking spaces including 138 long-term and 16 short-term spaces; long term spaces would be provided in the P1 subterranean parking level, and short-term spaces would be provided outside on the ground level along N. Laurel Canyon Boulevard. Residents and visitors would access the residential areas of the building through either the ground floor courtyard area from the Project's N. Laurel Canyon Boulevard frontage or directly from N. Laurel Canyon Boulevard. The ground floor commercial uses would also be accessed from the ground floor courtyard area. Vehicular access would be from N. Laurel Canyon Boulevard into a two-way street which ingresses into a two-level subterranean parking garage underneath the 6-story portion of the building.
Air Quality. Increase the percentage of electric and zero emissions vehicles in the city to 10 percent by 2025 and 25 percent by 2035 as well as increasing the percentage of port-related goods movement trips that use zero-emissions technology to at least 15 percent in 2025 and 25 percent in 2035.	**No conflict**. The Project would comply with applicable City of Los Angeles Building Codes pertaining to building code requirements for charging station prewiring and installation of charging stations for residential uses.
Note: This analysis focuses on the Sustainable City pLAn targets most applicable to the Project. *Source: City of Los Angles Sustainable City pLAn, April 2015 and L.A.'s Green New Deal Sustainable City pLAn 2019.*	

The analysis above describes the consistency of the Project with the City's *Sustainable City pLAn*. As discussed in Tables 4.6 and 4.7, generally the Project's consistency with the plans and policies should be demonstrated by a combination of regulatory compliance (green building code etc.) as well as Project-specific characteristics (water conservation, energy conservation, and other features consistent with these plans). Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

LA Green Building Code

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2023 comply with the current Los Angeles Green Building Code as amended to comply with the 2022 CALGreen Code. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include: ten percent of the required and proposed parking spaces would have chargers for electric vehicles and 30 percent of the required and provided parking spaces would be pre-plumbed for future electric vehicle charging; enhanced energy-efficiency via high-performance glazing as well as enhanced façade, roof and deck insulation values; low-water use plumbing fixtures/appliances, rainwater harvesting cistern, water-efficient landscaping and drip irrigation. The Project would comply with the City of Los Angeles' Green Building Ordinance standards and reduce emissions beyond a "Business-as-Usual" scenario.

2020-2045 RTP/SCS

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2016–2040 Regional Transportation Plan / Sustainable Communities Strategy (2016-2040 RTP/SCS) on April 7, 2016.[71,72]

On September 3, 2020, SCAG's Regional Council adopted an updated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as the 2020– 2045 RTP/SCS or Connect SoCal. The purpose of the 2020–2045 RTP/SCS is to meet the mobility needs of the six-county SCAG region over the subject planning period through a roadmap identifying sensible ways to expand transportation options, improve air quality and bolster Southern California long-term economic viability.[73] Applicable Goals and Guiding Principles of the 2020-2045 RTP/STS include:

- Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Increase person and goods movement and travel choices within the transportation system.
- Reduce greenhouse gas emissions and improve air quality.
- Support health and equitable communities.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
- Encourage development of diverse housing types in areas that are supported by multiple transportation options.

71 Southern California Association of Governments, Final 2016-2040 RTP/SCS.

72 Southern California Association of Governments, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance off GHG Quantification Determination, June 2016.

73 SCAG, News Release: SCAG Regional Council Formally Adopts Connect SoCal, September 3, 2020.

Consistent with SCAG's 2020 RTP/SCS alignment of transportation, land use, and housing strategies, the Project would accommodate increases in population, households, and travel demand. The Project would also be consistent with the following key GHG reduction strategies in SCAG's 2020 RTP/SCS, which are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;
- New 243 dwelling units and 5,126 square feet of commercial;
- Jobs closer to transit; and
- Biking and walking infrastructure to improve active transportation options and transit access.

Additionally, the inclusion of electric vehicle charging infrastructure (per LA Green Building Code) would support the penetration of electric zero-emission vehicles into the vehicle fleet.

The Project is located along N. Laurel Canyon Boulevard, which is well-served by existing transit service, including Metro Bus line 230 along N. Laurel Canyon Boulevard and Metro Bus line 162 along Sherman Way. The Project would include bicycle facilities and create a pedestrian-friendly environment by providing landscaped walkways. The Project Site is located adjacent to a mature network of streets that include vehicular and pedestrian facilities. Development of the Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities the area. The Project would not conflict with RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation.

As demonstrated above, the Project would be consistent with the applicable goals, including those pertaining to reductions in GHG emissions, in the 2020 RTP/SCS.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. **Therefore, impacts would be less than significant, and no mitigation measures would be required.**

Greenhouse Gas Emissions Calculation

Consistent with the Supreme Court's 2015 holding in Center for *Biological Diversity et al. v. California Department of Fish and Wildlife* and CEQA Guidelines Section 15064.4, the City's analysis of the proposed project includes a good faith estimate of the GHG emissions resulting from the project, both with and without project specific measures, including project design features as well as regulatory compliance measures, intended to implement the policies, programs and regulations identified above that have been adopted to reduce GHG emissions.

CEQA Guidelines, section 15064.4(c) states a lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from the project and that the lead agency has the discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

For informational purposes, the analysis calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions.

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. The Project also includes the removal of existing commercial uses. The following provides the methodology used to calculate the Project-related GHG emissions and the Project impacts.

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. CalEEMod Version 2022.1 was used to calculate the GHG emissions from the Project. The CalEEMod Outputs for the Project and for the existing post office use (being removed) are available in Appendix A of this Initial Study.[74] As shown in Table 4.8, *Project-Related GHG Emissions*, the GHG emissions from the existing commercial use (being removed) were subtracted from the Project total. Each source of GHG emissions is described in greater detail below.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.[75]

74 The Project construction and operational dates have since been revised. However, the overall timeframe (30 months) remains unchanged.

75 No changes were made to the CalEEMod default energy use settings. The baseline for the current CalEEMod energy use defaults is 2019 Title 24 Standards.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The emissions from the vehicle trips associated with the Project have been analyzed in the manner described above in the Project-specific Air Quality Impacts analysis.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip generation rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Los Angeles County portion of the SCAB as provided in EMFAC2021 and CalEEMod.

Per the Transportation Assessment, the Project would be expected to generate a net total of -1,269 daily trips which would not create a significant impact.

Waste

Waste includes the GHG emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. According to the City of Los Angeles Zero Waste Progress Report (March 2013), the City achieved a landfill diversion rate of approximately 76 percent by year 2012.[76] AB 341 requires that 75 percent of waste be diverted from landfills by 2020. To be conservative, no changes were made to the default waste parameters and no reductions were taken.

Water/Wastewater

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy associated with supplying and treating water and wastewater. California Green Building Standards require a 20 percent reduction in indoor water usage. To be conservative, no changes were made to the default water usage parameters and no reductions were taken.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod.

The GHG emissions have been calculated based on the parameters as described above. A summary of the results is shown below in Table 4.8, *Project-Related GHG Emissions***,** and the CalEEMod Model runs for the existing use (being removed) and the Project are provided in Appendix A of this Initial Study. Table 4.8, *Project-Related GHG Emissions*, shows that the Project's emissions would be a net total of 592.33 $MTCO_2e$ per year.

76 City of Los Angeles, Department of Public Works, LA Sanitation, Zero Waste Progress Report, March 2013.

Table 4.8
Project-Related GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Maximum Annual Project Operations	790
Construction Emissions	72.33
- Emissions from Existing Post Office Use (being removed)	-270
Project Net Total	**592.33**

Calculation sheets are provided in Appendix A of this Initial Study.
Source: CalEEMod Version 2022.1 for Opening Year 2025 for the Project and 2023 for the existing use. The Project construction and operational dates have since been revised. However, the overall timeframe (30 months) remains unchanged.

As stated above, because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

As set forth above, the Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. As discussed below, the Project would be consistent with the Project would be consistent with the 2020–2045 RTP/SCS, the Climate Change Scoping Plan, and the *Sustainable City pLAn/L.A.'s Green New Deal*. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions and compliance with regulatory requirements, would minimize the Project's GHG emissions. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

A Phase I Environmental Site Assessment Report (ESA)[77] was performed by Partner Engineering and Science, Inc., in May 2019 for the Project to assist in the preparation of the following hazards and hazardous materials analysis and is included as Appendix H of this Initial Study.

a. 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.

Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with construction of any urban development project. All of these materials would be used temporarily during construction. Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials. Construction activities would be contained on the Project Site and, thus, any emissions from the use of such materials would be minimal and localized to the Project Site. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Operation of the Project would not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of a new mixed-use residential project. This urban use would not involve the routine use of hazardous materials**.** Instead, the operation of the Project has limited hazardous materials that are similar to any other urban development such as cleaning solvents, paints, and pesticides for landscaping. Likewise, the Project's uses could include commercial-grade cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products that are typically associated with commercial land uses. As a result, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Therefore, operation of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Moreover, the Project would adhere to regulatory requirements for source hazardous waste reduction measures (e.g., recycling of used batteries, recycling of elemental mercury, etc.) that would further minimize the generation of hazardous waste. The Project would be required to comply with the applicable City ordinances regarding implementation of hazardous waste

77 Partner Engineering and Science, Inc., Phase I Environmental Site Assessment Report, Commercial Property, 7025-7035 Laurel Canyon Boulevard, Los Angeles, California, 91605, May 16, 2019. Refer to Appendix H of this Initial Study.

reduction efforts on-site (i.e., the City's Green Building Ordinance). The applicable regulatory requirements further ensure that the minimal amount of hazardous materials associated with the Project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills. The potential transport of any hazardous materials and wastes, i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils, if it occurs, would occur in accordance with federal and state regulations that govern the handling and transport of such materials. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing.

Therefore, impacts would be less than significant and no mitigation measures would be required.

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?

Less Than 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.

As stated above, an ESA was conducted for the Project Site (see Appendix H of this Initial Study). The ESA was performed in conformance with the scope and limitations of ASTM Standard Practice 1527-13. The purpose of the investigation was to identify the presence of any recognized environmental conditions (RECs), including controlled recognized environmental conditions (CRECs) and historical recognized environmental conditions (HRECs), in connection with the Project Site. RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release.

The Project Site is currently developed with a 36,160 square foot commercial building, which according to City permit records and a review of historic aerial maps has been the use of the Project Site since 1957. The commercial building is utilized as a mail distribution center by the US Postal Service at 7035 N. Laurel Canyon Boulevard, and as offices for DMV Registration at N. 7037 N. Laurel Canyon Boulevard. In addition to the current structure, the property consists of a mail loading dock, and asphalt-paved parking areas. From 1940 to 1957, the Project Site was developed with two residences and poultry farms. In 1957, the farms and the residence at N. 7041 Laurel Canyon Boulevard were demolished, and the current commercial structure was constructed. From 1957 to 1973, the building was used for electronics distribution and sales (7035 Laurel Canyon Boulevard). The residence at 7029 N. Laurel Canyon Boulevard was demolished in 1973, and this area was paved for its present use as a parking area. The building

has been occupied by the US Postal Service at 7035 N. Laurel Canyon Boulevard and offices at 7037 N. Laurel Canyon Boulevard since 1973.

Recognized Environmental Conditions

The Project Site is located within the boundaries of the San Fernando Valley (Area 1) National Priorities List (NPL) site plume. This NPL site is an area of contaminated groundwater located in the North Hollywood section of the City of Los Angeles and the City of Burbank. The contaminated groundwater, which underlies an area of approximately 5,156 acres, contains volatile organic compounds, including trichloroethylene (TCE) and perchloroethylene (PCE), and to a lesser extent, carbon tetrachloride and chloroform, according to tests conducted by the California Department of Health Services, as well as numerous local government agencies. According to information provided by the Environmental Protection Agency (EPA) Superfund website, the use of an alternate drinking water supply and operation of the groundwater treatment system in the North Hollywood and Burbank Areas have reduced the potential of exposure to contaminated drinking water at the San Fernando Valley (Area 1) site and would continue to protect residents near this site while further cleanup activities are planned and implemented.

According to the most recent Five-Year Review (FYR), issued by the Army Corps of Engineers on September 21, 2018, groundwater beneath the Project Site has been impacted. During the last sampling event, levels of TCE in this well were found to be 93.9 micrograms per liter (µg/L) (stable), and levels of PCE were 23.5 µg/L (decreasing). The presence of volatile organic compounds (VOCs) in groundwater beneath the subject property constitutes evidence of an REC. As groundwater is deep in the vicinity of the Project Site, the potential for a vapor encroachment condition (VEC) is considered low.

A review of the listed potential responsible parties (PRP) provided by the EPA Superfund website did not list the Project Site owner as a PRP for this NPL. In addition, the Project Site was not identified on the list of former PRPs that have been issued a No Further Action (NFA) letter regarding cleanup activities associated with this NPL site. Due to the fact that the EPA is currently taking action at this site as well as the proximity to the Project Site, it is unlikely that the owner of the Project Site would be financially responsible for the remediation of any contamination associated with the San Fernando Valley (Area 1) NPL site. Therefore, no further investigation is recommended at this time.

Controlled Recognized Environmental Conditions

No controlled REC conditions were identified.

Historical Recognized Environmental Conditions

No historical REC conditions were identified.

Asbestos-Containing Material and Lead-Based Paint

Due to the age of the existing building, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Overall, all suspect ACMs and painted surfaces were observed in good condition and do not pose a health and safety concern to the occupants of the Project Site at this time. Should these materials be replaced, the identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.

Methane Zone

The Project Site is not located within a Methane Zone or Methane Buffer Zone as designed by the City of Los Angeles.[78]

Radon

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium atoms. The USEPA has prepared a map to assist federal, state, and local organizations to target their resources and to implement radon-resistant building codes. Review of the USEPA Map of Radon Zones places the Project Site in Zone 2, Moderate. Based upon the radon zone classification, radon is not considered to be a significant environmental concern.

Therefore, impacts would be less than significant and no mitigation measures would be required.

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

Less Than Significant Impact. A significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds.

The closest existing school is the Bellingham Elementary School which is located 0.5 mile south of the Project Site. Regardless, as stated in Checklist Question IX(a), above, the Project would store, sell, and use, at most, minimal amounts of hazardous materials such as typical cleaning solvents used for janitorial purposes. As discussed above, the types and amounts of hazardous materials that would be used in connection with construction of the Project would be typical of those used during construction of mixed-use developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the Project would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. Furthermore, all materials used during both the construction and operation of the Project would be used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations including, but not limited to, federal and state Occupational Safety and Health Act requirements, and local regulations for the storage, use, transport, and

78 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

disposal of hazardous materials. As a result, use of these materials would not create a significant hazard to nearby schools. Furthermore, the school would be generally shielded from the Project Site by its distance from the Project Site, intervening urban buildings, and standard construction walls and sheeting to reduce dust and other emissions from the Project Site. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

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?

Less Than Significant Impact. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop and update annually the Cortese List, which is a "list" of hazardous waste sites and other contaminated sites. While Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of multiple agencies.

The ESA prepared for the Project (see Appendix H of this Initial Study), included a records search of multiple federal, State, and local environmental databases was completed by Environmental Data Resources, Inc (EDR). The following is a summary of the regulatory information obtained from review of online sources (e.g., State Water Resources Control Board (SWRCB) GeoTracker database, Department of Toxic Substances Control (DTSC) Envirostor database and/or files requested from the applicable regulatory agency, as described below. The Project Site is identified as a Facility and Manifest Data (HAZNET) site in the regulatory database report, as discussed below:

- **7035 N. Laurel Canyon Boulevard**: The United States Postal Service generated 0.33 tons of polychlorinated biphenyls and materials containing PCBs in 2006. No hazardous releases have been reported. Based on the nature of operations and the small quantities involved, this hazardous waste generation is not expected to constitute a significant environmental concern.

The following adjacent properties were identified in the records search:

- **7019 N. Laurel Canyon Boulevard**: The property identified as Swedish Auto Service and BM Auto Body is located adjacent to the south of the Project Site (hydrologically downgradient). This site was identified as a Well Investigation Program (WIP), Resources Conservation and Recovery Act-small quantities generator (RCRA-SQG), HAZNET, Facility Index Systems (FINDS), and Event Data Recorder (EDR) Hist Auto site.

  WIP listings refer to sites with current or historical well samples points associated with NPL investigation. Refer to Checklist Question IX (b), above, for a discussion of the NPL investigation.

RCRA-SGQ sites generate fewer than 1,000 kilograms of hazardous waste per month. Swedish Auto Service was listed as a small-quantity generator in 1996, and a historical large-quantity generator in 1987. BM Auto Body was listed as a small-quantity generator in 1993. No violations were noted.

HAZNET details indicate that Swedish Auto Service generated small quantities (less than one ton) of empty containers in 1994, an unspecified aqueous solution in 1995 and 1996, and an aqueous solution with total organic residues less than 10 percent in 1999.

- **7063 N. Laurel Canyon Road**: The property identified as City of LA General Services and LA City Fire Station Number 89 is located adjacent to the north of the Project Site (hydrologically upgradient). This property was identified as a RCRA-NonGen/NLR, WIP, Safer Waterways through Enforcement and Education Programs Underground Storage Tank (SWEEPS UST), CA FID UST, HIST UST, UST, RCRA-SQG, FINDS, and Enforcement and Compliance History Online (ECHO) site.

  According to RCRA details, the City of LA General Services was registered with RCRA in 1987 but did not have reportable quantities of hazardous waste generation. LA Fire Station 89 was identified as an SQG site in 2002 for the generation of lead waste. No violations were noted. According to UST and historical UST listing details, the site has been equipped with at least one 1,000-gallon diesel UST, one 1,000-gallon motor vehicle fuel UST, and a waste oil UST of an unreported capacity. No releases from the USTs have been reported.

  FINDS/ECHO listings serve as "pointers" to other databases, such as RCRA.

  Refer to Checklist Question IX (b), above, for details for the WIP listing.

- **7020 N. Laurel Canyon Boulevard**: O'Reilly Auto Parts #3759 is located adjacent to the east of the Project Site (hydrologically cross-gradient). This property was identified as a RCRA NonGen/NLR. According to RCRA details, this business was registered with RCRA in 2014 but did not have reportable quantities of hazardous waste generation. Based on this information, this listing is not expected to constitute a significant environmental concern.

- **7040 N. Laurel Canyon Boulevard**: J. Schwartzman Manufacturing & Supply Co. is located adjacent to the east of the Project Site (hydrologically cross-gradient). This business was identified as a Cleanup Program Sites-Spills, Leaks, Investigations, and Cleanup (CPS-SLIC), ENF, WIP, RCRA-SQG, FINDS, ECHO, and HAZNET site. According to SLIC details (Case 111.0599), a release of chromium and/or volatile organic compounds (VOCs) impacted an aquifer used for drinking water supply. The case was closed by the RWQCB on December 23, 2014. No records are available for the case on the RWQCB GeoTracker resource.

  According to RCRA details, this business was a large-quantity generator in 1986, and a small-quantity generator in 1992 and 1996. No violations were noted.

HAZNET details indicate that 0.45 tons of a metal sludge waste were generated in 1993, and 0.4000 tons of an unspecified sludge waste were generated in 1997.

Refer to Checklist Question IX (b), above, for details for the WIP listing.

Due to the details and/or regulatory status for the remaining listings, they are not expected to constitute a significant environmental concern.

In conclusion, although the Project Site is included on a list of hazardous waste sites compiled pursuant to Section 65962.5 of the Government Code, construction and operation of the Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard to the public or the environment based on the analysis presented above. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

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 or excessive noise 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 Project Site is located approximately 3.3 miles west of the Bob Hope Airport (2627 N. Hollywood Way) and 5.8 miles east of the Van Nuys Airport (16461 Sherman Way). However, the Project Site is not located within the Planning Boundary/Influence Area of the Bob Hope Airport or the Van Nuys Airport including within the Runway Protection Zone or Airport Land Use Plan Noise Contour, which establishes the area susceptible to noise levels that would exceed the annoyance threshold for noise (defined as >65 CNEL for commercial airports such as the Bob Hope Airport).[79] **Therefore, no impacts would occur and no mitigation measures would be required.**

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan.

The City's Emergency Management Department maintains the City of Los Angeles Emergency Operations Plan (EOP), last updated in November 2018. The EOP describes the overall Citywide response functions and capabilities for small to large scale emergency situations. In addition, the Evacuation Functional Support Annex (EFSA), last updated in October 2020, was developed in support of the EOP to facilitate City and other responsible agency response during evacuations. While the EOP and EFSA do not identify specific emergency response or evacuation routes, they establish that primary evacuation routes consist of the major interstates,

79 Los Angeles County, Airport Land Use Commission, Burbank/Glendale/Pasadena Airport, Airport Influence Area Map, May 13, 2003, and Van Nuys Airport, Airport Influence Area Map, May 13, 2003.

highways, and primary arterials within the City and County of Los Angeles, and state that the City will work with the Operational Area, Los Angeles County Sheriff, Law Enforcement agencies from surrounding jurisdictions, California Department of Transportation (Caltrans), California Highway Patrol (CHP), City and/or County Public Works, and other applicable agencies or departments to identify evacuation pick up points and transportation routes. Consistent with this approach, the City's 2021 Safety Element Update acknowledges that "jurisdictional infrastructures, such as roads and emergency services, have become increasingly interrelated," and refers to the Los Angeles County Safety Element for critical systems and evacuation routes for the entire County. Laurel Canyon Boulevard is identified as a disaster route by the Los Angeles County Safety Element.[80] In addition, the Los Angeles County Safety Element identifies the CA-170 Freeway, located approximately 0.5 mile west of the Project Site, as a possible evacuation route.[81] Construction of the Project would not require road closures and emergency access to the Project Site would be maintained in accordance with the LAMC and the Los Angeles Fire Department (LAFD) requirements. In addition, construction of the Project would not substantially impede public access or travel on public rights- of-way such as N. Laurel Canyon Boulevard, and would not interfere with any adopted emergency response plan or emergency evacuation plan.

Additionally, operation of the Project would not permanently alter vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, as discussed below under Checklist Question XVII. Transportation, the Project would not result in any significant traffic impacts. However, the Project would comply with LAFD access requirements and would not impede emergency access in the vicinity of the Project Site. Thus, the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could expose persons or structures, either directly or indirectly, in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone.[82] In addition, the Project Site is located in a highly urbanized area of the City, and does not include wildlands or high fire hazard terrain or vegetation. Furthermore, the Project would be developed in accordance with LAMC and LAFD requirements pertaining to fire safety. **Therefore, no impacts would occur and no mitigation measures would be required.**

80 Los Angeles County Department of Regional Planning, General Plan 2035, Safety Element, Updated July 12, 2022, Figure 12.6: Disaster Routes Map, Updated July 12, 2022.

81 Los Angeles County Department of Regional Planning, General Plan 2035, Safety Element, Updated July 12, 2022, Figure 12.9: Possible Evacuation Routes Map.

82 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. 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; or1	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies which regulate surface water quality and

water discharge into storm water drainage systems. Significant impacts may 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 Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Surface Water Quality

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 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 Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175-A01, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[83] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills

83 California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.

immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. **Therefore, construction impacts would be less than significant and no mitigation measures would be required**.

Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[84] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. In compliance with these regulatory requirements, a Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant. **Therefore, operational impacts would be less than significant and no mitigation measures would be required.**

Groundwater Quality

Construction

The Project would include excavations up to a depth of 24 feet below the existing grade for subterranean parking and would result in an export of existing soil material. Although not anticipated at the Project Site, any contaminated soils found would be captured within that volume of excavated material, properly removed from the Project Site, and remediated at an approved disposal facility in accordance with regulatory requirements. During on-site grading and building construction, hazardous materials, such as fuels, paints, solvents, and concrete additives, could be used and would therefore require proper management and, in some cases,

84 California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 97 et seq.

disposal. The management of any resultant hazardous wastes could increase the opportunity for hazardous materials releases into groundwater. Compliance with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into the groundwater. There are groundwater monitoring wells located 0.4 mile west of the Project Site, located on St. Claire Avenue. However, construction activities would not be anticipated to affect existing wells.[85] Therefore, the Project would not result in any substantial increase in groundwater contamination through hazardous materials releases. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

Operation

The Project does not include the installation or operation of water wells. The Project does not include the development of any extraction or recharge system. The Project is not located in the vicinity of the coast, or in an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. Generally, operational activities which could affect groundwater quality include spills of hazardous materials and leaking underground storage tanks. As discussed above in Checklist Question IX. Hazards and Hazardous Materials above, no USTs are currently operated or would be operated by the Project. Moreover, the Project would be required to comply with the applicable regulatory requirements to further ensure that the minimal amount of hazardous materials associated with the Project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills. In addition, the Project would comply with all applicable regulations regarding the handling and potentially required cleanup of hazardous materials as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation because, as discussed further below, the Project Site would not be a significant source of groundwater recharge. The Project does not involve drilling to or through a clean or contaminated aquifer. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge.

85 Los Angeles County, Public Works, Groundwater Wells website: https://dpw.lacounty.gov/general/wells/. Accessed November 2022.

Construction

There are groundwater monitoring wells located 0.4 mile west of the Project Site, located on St. Claire Avenue.[86] However, construction activities would not be anticipated to affect existing wells, nor would the Project include the construction of water supply wells. Groundwater was not encountered during subsurface exploration conducted as part of the Geotechnical Report to the maximum depth explored and historically high groundwater depth in the vicinity is approximately 65 feet below the ground surface.[87] Excavation for the construction of the lowest subterranean level is anticipated to extend to a depth of 24 feet below ground surface, including foundation excavations. Considering the lack of groundwater in the subsurface borings at the Project Site, and the depth of the proposed construction, it is unlikely that static groundwater would be encountered during construction. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the immediate site vicinity. Proper surface drainage of irrigation and precipitation would be critical for future performance of the Project. As previously discussed in Section VII. Geology and Soils, the Project would be required to incorporate the recommendations of the Geotechnical Report and regulatorily required to comply with all conditions issued by LADBS per their review of the Project's Geotechnical Report, which would account for underlying soil conditions. Therefore, construction of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the Basin.

Operation

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. The City imports the majority of its potable water supply from sources outside the Los Angeles Basin. Furthermore, the Project's BMPs, as described above, would capture stormwater from the developed portions of the Project Site to be used for landscaping irrigation. Thus, the majority of the stormwater runoff would be retained on-site. The stormwater that bypasses the capture and use system would not result in infiltration of a large amount of rainfall that would affect groundwater hydrology, including the direction of groundwater flow. In addition, since the Project Site was recently developed and provides little groundwater recharge potential, operation of the Project would not substantially impact the amount of groundwater recharge occurring on-site. As such, through adherence with regulatory compliance measures, operation of the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

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86 Los Angeles County, Public Works, Groundwater Wells website: https://dpw.lacounty.gov/general/wells/. Accessed November 2022.

87 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

Conclusion

Overall, construction and operation of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than 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.

Construction

Construction associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (Los Angeles County MS4 Permit); which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of BMPs, including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[88] ESCPs are required to include the elements of a Stormwater Pollution Prevention Program (SWPPP). Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

Operation

The Project Site is comprised of approximately 100 percent impervious surfaces, excluding the vegetation landscaping along a portion of the commercial frontage, under

88 California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.

existing conditions. As discussed above, with implementation of the Project, with the addition of new landscaping, the amount of impervious surfaces on the Project Site would be reduced. The new landscaped areas would be contained within the Project Site. Similar to existing conditions, no erosion or siltation would occur. Therefore, the drainage pattern would be the same as the existing Project Site, post construction. The Project would not alter the existing drainage pattern of the Project Site or the surrounding area such that substantial erosion or siltation on-site or off-site would occur. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the project site or nearby properties.

Construction

Construction activities for the Project would involve removal of the existing structure and associated hardscape as well as the excavation and removal of soil. These activities have the potential to temporarily alter existing drainage patterns on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. As discussed above in response to Checklist Question X.(ci), the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows. These BMPs are designed to contain stormwater or construction watering on the Project Site such that runoff does not impact off-site drainage facilities or receiving waters. Thus, with preparation of a SWPPP and implementation of BMPs, as well as compliance with applicable City grading permit regulations, construction activities for the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. **As such, construction-related impacts would be less than significant and no mitigation measures would be required**.

Operation

The Project Site is comprised of approximately 100 percent impervious surfaces, excluding the vegetation landscaping along a portion of the commercial frontage, under existing conditions. With implementation of the Project, the amount of landscaped area would increase, resulting in an increase in pervious surfaces on the Project Site. Though the proposed landscaping would reduce the imperviousness of the Project Site, thereby allowing some water to be diverted from the storm drain system, the incremental increase in the perviousness of the Project Site would not substantially increase runoff volumes into the existing storm drain system.

As discussed further below, the Project is not in a flood zone. Therefore, the Project would not cause flooding during a 50-year storm event on the Project Site. The stormwater infrastructure located in N. Laurel Canyon Boulevard has sufficient capacity to accept the stormwater runoff from the existing conditions and since there would be no increase in flow rates, infrastructure would have sufficient capacity to handle post-Project flows. Therefore, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that on-site or off-site flooding would occur. **Operational impacts would be less than significant and no mitigation measures would be required**.

iii. 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; or

Less Than Significant Impact. A significant impact may occur if a project would increase the volume of storm water runoff to a level which exceeded the capacity of the storm drain system serving a project site. A project-related significant adverse effect may also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Construction

As previously discussed, the Project would not increase the amount of surface runoff from the Project Site during construction. The Project would prepare an ESCP and include BMPs for the control of runoff and water quality impacts during construction in accordance with the MS4 Permit. Therefore, stormwater runoff from the Project Site would not exceed the capacity of the existing or planned stormwater drainage systems during construction. However, should the City determine improvements to the stormwater drainage system are necessary during the normal permit review process, the Applicant would be responsible for the improvements, and such improvements would be conducted as part of the Project either on-site or offsite within the right-of-way, and as such, any related construction activities would be temporary and of short duration, and would not result in any significant environmental impacts given the disturbed nature of the right-of-way. Furthermore, as the Project would manage, capture, and treat runoff during construction, as required by regulatory compliance, implementation of the Project would represent an improvement in water quality as compared to the existing condition where runoff sheet flows untreated to the drainage system.

Operation

As previously discussed, the Project would not significantly increase the amount of impervious surface at the Project Site; therefore, it is unlikely that the amount of runoff from the Project Site would significantly increase. Moreover, the Project would be required to comply with the LID Ordinance, which, as noted above, would limit or reduce flows to the City storm drain system during operation. The Project BMPs would be required to control stormwater runoff with no increase in runoff resulting from the Site.

Furthermore, with regard to polluted runoff, the LID requirements for the Project Site would outline the stormwater treatment post-construction BMPs required to control pollutants associated with storm events up to the 85th percentile storm event, per the City's Stormwater Program.

Conclusion

Based on the above, the Project would not substantially alter the existing drainage pattern of the site or area in a manner that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff during construction or operation. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

iv. Impede or redirect flood flows?

No Impact. A significant impact may occur if a project results in a substantial alteration of flood flows. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X, which is a designation for areas determined to have a minimal flood hazard.[89] No streams or rivers that may overflow or breech a levee are located on or near the Project Site and the Project Site is not located within any high-risk coastal areas. In addition, the Project Site is not located within a tsunami hazard area.[90] As such, the Project would not be expected to encounter flood flows that may be impeded or redirected. **Therefore, no impacts would occur and no mitigation measures would be required**.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

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 (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.

As discussed in Question X(civ), the Project Site is within Zone X, which is a designation for areas determined to have a minimal flood hazard.[91] Additionally, the potential for the Project

89 Federal Emergency Management Agency, Flood Insurance Rate Map, Los Angeles County, California, FEMA Map Number 06037C1310F, effective September 2008, website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-118.32363358491081,34.086364669197664,-118.30286255829891,34.09524975771773. Accessed November 2022.

90 City of Los Angeles, Los Angeles GeoHub Tsunami Inundation Zones, website: https://www.arcgis.com/home/webmap/viewer.html?layers=ffaf33ba67264818a729dc97a384c064. Accessed November 2022.

91 Federal Emergency Management Agency, Flood Insurance Rate Map, Los Angeles County, California, FEMA Map Number 06037C1310F, effective September 2008, website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-118.32363358491081,34.086364669197664,-118.30286255829891,34.09524975771773. Accessed November 2022.

Site to be adversely impacted by earthquake-induced tsunamis is considered negligible because the Site is located approximately 13.8 miles inland from the Pacific Ocean shore, at an elevation exceeding the maximum height of potential tsunami inundation.[92] The potential for the site to be adversely impacted by earthquake-induced seiches is considered negligible due to the lack of any significant enclosed bodies of water located in the vicinity of the Project Site. Furthermore, in 2017, the California Legislature passed a law requiring all state jurisdictional dams, except low hazard dams, to develop inundation maps and emergency action plans. The Division of Safety of Dams approves inundation maps, and the California Governor's Office of Emergency Services approves emergency action plans. Based on review of the California Department of Water Resources Dam Breach Inundation Maps and County of Los Angeles General Plan, the Project Site is not located within an inundation boundary for nearby dams.[93] As such, the Project is not in a flood hazard, tsunami, or seiche zone and there is no potential for risk of the release of pollutants due to project inundation. **Therefore, no impacts would occur and no mitigation measures would be required**.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. A significant air quality impact may occur if a project is not consistent with water quality control plans or sustainable groundwater management plans. Water quality control plans applicable to the Project include the Los Angeles Regional Water Quality Control Board's (LARWQCB) *Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) and the City's *Water Quality Compliance Master Plan for Urban Runoff* (Master Plan). Adopted by LARWQCB, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. The Master Plan was developed by the Bureau of Sanitation, Watershed Protection Division in collaboration with stakeholders with the primary goal of the Master Plan is to help meet water quality regulations. The Master Plan identifies and describes the various watersheds in the City, summarizes the water quality conditions of the City's waters, identifies known sources of pollutants, describes the governing regulations for water quality, describes the BMPs that are being implemented by the City, discusses existing Total Maximum Daily Loads (TMDL).[94]

92 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

93 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

94 Total Maximum Daily Load (TMDL) is a regulatory term referring to the maximum amount of a pollutant that a body of water can receive per day while still meeting water quality standards.

Implementation Plans and Watershed Management Plans

Construction and operation of the Project would involve activities that have the potential to conflict with the water quality goals in the Basin Plan and Master Plan through the spread of contaminants into surface or groundwater supplies. The historically high groundwater depth in the vicinity is approximately 65 feet below the ground surface.[95] It is anticipated that the proposed basement parking levels would only extend up to a depth of 24 feet below the existing grade. Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors. However, due to the depth of the groundwater anticipated on the Project Site, the construction of the Project would not interfere with any groundwater within the area. Furthermore, construction of the Project would prevent the spread of contaminants into surface water through adherence to applicable regulations and BMPs for the handling and storing of hazardous materials, and the requirements of the MS4 Permit, including implementation of an ESCP for the prevention of erosion and spread of polluted runoff. These regulations and practices effectively control the potential stormwater pollution to surface water during construction. Furthermore, the proposed residential and commercial land uses do not represent the type of uses that would have the ability to adversely affect water quality. Anticipated and potential pollutants generated by operation of the Project would be addressed through the implementation of approved LID BMPs. While the development of new building facilities would increase the use of on-site hazardous materials (i.e., those typically used on commercially zoned properties such as cleaning, maintenance, and landscaping supplies), compliance with all applicable existing regulations at the Project Site regarding the handling, storage, and potentially required cleanup of hazardous materials would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated.

With regard to groundwater management plans, on September 16, 2014, the State of California signed into law the Sustainable Groundwater Management Act (SGMA). Comprised of three bills, AB 1739, SB 1168, and SB 1319, the SGMA provides a framework for long-term sustainable groundwater management across California and requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the roadmap laid out by the legislation, local, and regional authorities in medium and high priority groundwater basins have formed Groundwater Sustainability Agencies (GSAs) that will oversee the preparation and implementation of a local Groundwater Sustainability Plan (GSP). Local stakeholders have until 2022 (in critically over drafted basins until 2020) to develop, prepare, and begin implementation of Groundwater Sustainability Plans. GSAs will have until 2042 (2040 in critically over drafted basins) to achieve groundwater sustainability.

95 Geotechnical Engineering Report—New Residential Development, 7035 Laurel Canyon Boulevard, North Hollywood, California 91605 (Geotechnical Report) prepared for the Project by Universal Engineering Sciences, dated January 25, 2023. Refer to Appendix F of this Initial Study.

The Project Site overlies the San Fernando Groundwater Basin.[96] The Project would receive its water from the LADWP. Both the LADWP and the California Department of Water Resources have programs in place to monitor wells to prevent overdrafting. The LADWP's groundwater pumping strategy is based on a "safe yield" strategy, in which the amount of water removed over a period of time equals the amount of water entering the groundwater basin through native and imported groundwater recharge. Further, protection from potential overdraft conditions is provided by the court-appointed Los Angeles River Area Watermaster for the San Fernando Basin. LADWP addresses water supply needs through preparation of an Urban Water Management Plan (UWMP), which projects future water use demands and identifies water supplies to meet these demands and is updated every five years.

As described in detail in Question XIX(b), the Project's water demand would be within the projections of the UWMP and the Project would be required to implement water saving features to reduce the amount of water used by the Project in accordance with water conservation measures, including Title 20 and 24 of the California Administrative Code**.** Additionally, the Project would not have the potential to impact the amount of groundwater recharge as the Project Site is almost entirely impervious and does not currently provide recharge for the groundwater basin. Accordingly, based on the above, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a. Physically divide an established community?

Less Than 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-

96 California Natural Resources Agency, Groundwater Basin Boundary Assessment Tool, Interactive Map, website, website: https://gis.water.ca.gov/app/bbat/. Accessed November 2022.

of-way such as a roadway which would divide a community and impede access between parts of the community).

The Project Site is located at 7023-7037 N. Laurel Canyon Boulevard and shares a 20-foot Community Driveway with the property to the south. A LAFD Training Station is located directly north of the Project Site, to the south of the Project Site are a one-story auto repair shop and parking lot, a one-story commercial tile store, and one- to two-story multi-family apartments, to the west of the Project Site are one-story single-family homes and a residential community, and to the east of the Project Site, across Laurel Canyon Boulevard, are one-story commercial stores, warehouses and parking lots.

The Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. The Project Site does not include any roadways or access to other streets or properties. However, the Project Site shares a 20-foot Community Driveway with the property to the south (with 12 feet of the community driveway on the Project Site and 8 feet on the parcel immediately south of the Project Site).[97] The Community Driveway would remain in its current state. The Project Site is surrounded by other development and there are no existing residences on the site, or a residential use that would be physically separated or otherwise disrupted by the Project. Development of the Project would remain within the boundaries of the existing Project Site and would result in further infill of an already developed community. The Project would not disrupt, divide, or isolate an existing neighborhood or community directly or indirectly, as all proposed improvements would occur within the limits of the Project Site. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

Applicable Land Use Policies and Regulations

The following describes the primary regulatory requirements applicable to the Project regarding land use and planning. Applicable plans and regulatory documents/requirements include the following:

- Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles General Plan
- North Hollywood-Valley Village Community Plan

97 AFF-52167

- Los Angeles Municipal Code
- Citywide Design Guidelines

An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to an environmental impact analysis.

Consistency with Regional Plans

Southern California Association of Governments/Regional Transportation Plan

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal.[98] The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles traveled and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.[99] The plan's "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility.[100] Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life.[101] These benefits include but are not limited to a five percent reduction in VMT per capita and vehicle miles traveled by nine percent, increase in work-related transit trips by two percent, create more than 264,500 new jobs, reduce greenfield development by 29 percent, and, building off of the 2016-2040 RTP/SCS, increase

98 Southern California Association of Governments, 2020-2045 RTP/SCS, September 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed November 2022.

99 Southern California Association of Governments, 2020-2045 RTP/SCS, September 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed November 2022. Page 46.

100 Southern California Association of Governments, 2020-2045 RTP/SCS, September 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed November 2022. Page 47.

101 Southern California Association of Governments, 2020-2045 RTP/SCS, September 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed November 2022. Page 3.

the share of new regional household growth occurring in High Quality Transit Areas (HQTA's)[102] by six percent and the share of new job growth in HQTAs by 15 percent.[103]

Conflicts and consistency of the Project with the RTP/SCS are addressed in Table 4.9, *Applicable Goals and Strategies of 2020-2045 RTP/SCS*, below. Based on the analysis presented in Table 4.9, the Project would not be in conflict with applicable 2020-2045 RTP/SCS goals and strategies. The Project Site is located in an area well-served by public transit. Specifically, there is a Metro bus stop on Laurel Canyon Boulevard, approximately 528 feet south of the Site, for southbound travel, and approximately 528 feet north of the Site, for northbound travel, for Metro Local Line 230, and a Metro bus stop on Sherman Way at Sherman Way/Laurel Canyon Boulevard, approximately 535 feet northeast of the Site, for Metro Local Line 162. The Project would provide 138 long-term bicycle parking spaces and 16 short-term spaces, for a total of 154 bike parking spaces. The Project would create a pedestrian-friendly environment by providing landscaped walkways along all street frontages. The Project Site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities.

Table 4.9
Applicable Goals and Strategies of 2020-2045 RTP/SCS

Goals and Strategies	Would the Project Conflict?
G1: Encourage regional economic prosperity and global competitiveness.	**No conflict.** Although this goal is a plan-level goal, the Project, which includes 5,126 square feet of ground floor retail, would provide a variety of skilled and unskilled jobs, and career growth opportunities with potential benefits for the regional economy. Furthermore, the Project Site is well-served by existing transit service, including Metro Bus Line 230 along N. Laurel Canyon Boulevard and Metro Bus Line 162 along Sherman Way. The location of the Project Site served by several bus lines would provide a broad geographic range in which employees could travel without requiring long vehicle commutes. As such, the Project encourages multi-modal travel, prosperity and global competitiveness.
G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**No conflict.** The Project is an infill development within the North Hollywood area. The Project Site is well-served by existing transit service, including Metro Bus Line 230 along N. Laurel Canyon Boulevard and Metro Bus Line 162 along Sherman Way. Given the Project Site's location in proximity to public transportation and the infill nature of the Project, the Project would maximize the potential for mobility and accessibility for Project residents, employees, and visitors.

102 HQTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minutes or less service frequency during peak commuting hours.

103 Southern California Association of Governments, 2020-2045 RTP/SCS, September 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed November 2022. Page 145.

Table 4.9
Applicable Goals and Strategies of 2020-2045 RTP/SCS

Goals and Strategies	Would the Project Conflict?
G3: Enhance the preservation, security, and resilience of the regional transportation system.	**No conflict.** Although this goal is a plan-level goal, the Project would be consistent with this goal by providing additional residential and commercial uses within walking distance of several bus lines. The Project Site is well-served by existing transit service, including Metro Bus Line 230 along N. Laurel Canyon Boulevard and Metro Bus Line 162 along Sherman Way. The transit opportunities provide future Project residents, employees, and visitors with reliable and safe transportation and, in turn, the Project's residents, employees, and visitors provide the regional transportation system with riders.
G4: Increase person and goods movement and travel choices within the transportation system.	**No conflict.** The Project is an infill development within the North Hollywood area. Metro runs several bus lines in the area, including Metro Bus Lines 162 and 230. Thus, the Project would create additional residential and employment opportunities located in proximity to a variety of transportation options and additional ridership to the transportation system.
G5: Reduce greenhouse gas emissions and improve air quality.	**No conflict.** The Project Site is located proximate to several Metro Bus lines, thereby reducing vehicle emissions, and the Project would incorporate building technologies and design features that would save energy (which would also reduce air emissions associated with electricity generation), all of which would reduce the Project's GHG emissions. The Project would encourage active transportation by its location near Metro Bus Line 230, located along N. Laurel Canyon Boulevard and Metro Bus Line 162, located along Sherman Way. The Project would also provide long- and short-term bicycle parking spaces in accordance with the City Bicycle Ordinance. Therefore, the Project would reduce potential GHG emissions, improve air quality, and encourage bicycling and walking.
G6: Support healthy and equitable communities.	**No conflict.** Although this goal is a plan-level goal, the Project would be consistent with this goal by providing increased residential and employment opportunities and bicycling amenities in an urbanized area well-served by transit, and within bicycling and walking distance of commercial uses. The Project is located proximate to transit options, thereby reducing vehicle emissions, and would incorporate building technologies and design features that would save energy (which would also reduce air emissions associated with electricity generation).
G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**No conflict.** Although this goal is a plan-level goal, the Project would be consistent with this goal. As detailed in Section 3, Project Description, of this Initial Study, the Project would comply with the 2020 LAGBC, which requires the use of numerous conservation measures, beyond those required by Title 24 of the California

Table 4.9
Applicable Goals and Strategies of 2020-2045 RTP/SCS

Goals and Strategies	Would the Project Conflict?
	Administrative Code. These standards contain both mandatory and voluntary green building measures to conserve energy and to achieve a 20 percent reduction in wastewater generation. Further considerations regarding energy efficiency and sustainability include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use and leak detection systems. The proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which could be provided in the parking garage for future needs. The Project Site is also located near multiple transit options and provides the required number of bicycle spaces and amenities and, as such, encourages multimodal travel, which reduces air pollutant emissions from vehicles. The Project's energy efficiency measures and reductions in vehicle miles traveled and emissions result in reductions in GHG emissions.
Focus Growth Near Destinations & Mobility Options	
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	**No conflict.** The Project would be consistent with this strategy by providing additional residential and employment opportunities within walking distance of several Metro bus lines along N. Laurel Canyon Boulevard and Sherman Way. The transit opportunities would provide future Project residents, employees, and visitors with reliable and safe transportation. The Project would provide long- and short-term bicycle parking spaces in accordance with the City Bicycle Ordinance. Therefore, the Project would encourage bicycling to work and other destinations. Thus, the Project would create additional residential and employment opportunities located in proximity to a variety of transportation options that facilitate access to work, educational, and other destinations.
• Focus on regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center -focused main streets.	**No conflict.** The Project would be consistent with this strategy by providing additional residential and employment opportunities within walking distance of several Metro bus lines along N. Laurel Canyon Boulevard and Sherman Way. The transit opportunities would provide future Project residents with reliable and safe transportation. The Project is comprised of a building with approximately 5,126 square feet of ground-floor commercial uses, thereby contributing to the diversity of employment choices in the area. The Project would

Table 4.9
Applicable Goals and Strategies of 2020-2045 RTP/SCS

Goals and Strategies	Would the Project Conflict?
	be located adjacent to commercial, and transit uses and would reduce commute distances by providing jobs near transit uses.
• Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	**No conflict.** The Project would be consistent with this strategy by replacing a large surface parking lot and a one-story commercial building with a new mixed-use building containing 243 residential dwelling units and approximately 5,126 square feet of ground-floor commercial uses near several public transit options, which would reduce resident, employee, and visitor vehicle trips, vehicle miles traveled, and resulting air pollution and GHG emissions. In addition, the Project encourages active transportation by including 154 bicycle parking stalls.
Source: Southern California Association of Governments, Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted for federal transportation conformity purposes only on May 7, 2020; EcoTierra Consulting, 2022.	

Given the Project Site's location in proximity to a variety of transportation options and the infill nature of the Project, the Project would maximize the potential for mobility and accessibility. Development of the Project within this established community would promote a variety of non-vehicular travel choices in the area. The Project would not conflict with RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation, and the Project would not conflict with the RTP/SCS strategies to focus growth near destination and mobility options. Therefore, the Project would result in a less than significant impact as it would not conflict with the RTP/SCS.

Consistency with Local Plans

City of Los Angeles General Plan

The City of Los Angeles General Plan (General Plan)[104], originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,[105] including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, and Air Quality. The City's General Plan also includes the Framework Element, the Health and Wellness Element (Plan for a Healthy Los Angeles), the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous

104 City of Los Angeles, Department of City Planning, City of Los Angeles General Plan, https://planning.lacity.org/plans-policies/general-plan-overview. Accessed August 11, 2022.

105 The term "element" refers to the topics that California law requires to be covered in a general plan (Government Code Section 65302). In addition, State law permits the inclusion of optional elements which address needs, objectives or requirements particular to that city or county (Government Code Section 65303).

provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element (General Plan Framework) sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The General Plan Framework provides guidelines for future updates of the City's community plans but does not supersede the more detailed community and specific plans.

Land Use Chapter

The Land Use Chapter of the Framework Element provides objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts and to encourage sustainable growth. The Land Use Chapter establishes the following land use categories, which are described in terms of intensity/density ranges, development heights, and lists of typical land uses: Single-Family Residential, Multifamily Residential, Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, General Commercial Areas, Mixed-Use Boulevards, Industrial Districts, Transit Stations, Pedestrian-Oriented Districts, and Historic Districts. These land use categories are intended to serve as guidelines for the Community Plans and do not convey land use entitlements or affect existing zoning for properties in the City.

Housing Chapter

The overarching goal of the Housing Chapter of the Framework Element is to define the distribution of housing opportunities by type and cost for all residents of the City.

Urban Form and Neighborhood Design Chapter

The Urban Form and Neighborhood Design Chapter of the Framework Element establishes a goal of creating a livable City for existing and future residents. This chapter defines "urban form" as the City's general pattern of building height, development intensity, activity centers, focal elements, and structural elements, such as natural features, transportation corridors, open space, and public facilities. "Neighborhood design" is defined as the physical character of neighborhoods and communities. The Urban Form and Neighborhood Design Chapter of the Framework Element encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service.

Open Space and Conservation Chapter

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

Economic Development Chapter

The Economic Development Chapter of the Framework Element seeks to identify physical locations necessary to attract continued economic development and investment to targeted districts and centers. Goals, objectives, and policies include retaining commercial uses, particularly within walking distance of residential areas, promoting business opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods, and retaining industrial land uses on appropriate sites.

Transportation Chapter

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. The goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999. The City Council initially adopted Mobility Plan 2035 in August 2015 as an update to the Transportation Element of the General Plan. Mobility Plan 2035 was readopted in January 2016 and again in September 2016. Accordingly, the Transportation Chapter of the Framework Element is now implemented through Mobility Plan 2035.

Infrastructure and Public Services Chapter

The Infrastructure and Public Services Chapter of the Framework Element addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forest. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

A detailed list of the goals, objectives, and policies of the Framework Element applicable to the Project is included in Table 4.10, *Applicable Objectives and Policies of the General Plan Framework Element,* along with a discussion of whether or not the Project does or does not conflict with that particular goal, objective, or policy. Therefore, the Project would result in a less than significant impact as it would not conflict with the General Plan Framework Element.

Table 4.10
Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop 243 dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, which would help meet the anticipated growth in housing demand for the area and the City.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long- Range Land Use Diagram.	**Consistent**. As discussed under Checklist Question XIX. Utilities and Service Systems, the agencies that provide public infrastructure services and utilities to the Project Site would have capacity to serve the Project.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project, which proposes an infill mixed use development within an existing urbanized setting that has a diversity of land uses, is within an area well-served by existing transit routes and would provide bicycle parking spaces in compliance with the LAMC's requirements so as to reduce car dependency for trips. This would help reduce vehicle miles traveled while contributing to greater quality of life and improved air quality.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent:** The Project would develop a mixed-use development on a site surrounded by a variety of land uses. The Project would increase the integration of housing and contribute to the diversity of land uses in the area, which currently includes commercial, residential, retail, and restaurant land uses within walking distance of the Project Site.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project would include short- and long-term bicycle parking, including short-term bicycle parking spaces along N. Laurel Canyon Boulevard allowing direct access to the Project's ground floor commercial uses. Residents and visitors would access the residential areas of the building through either the ground floor courtyard area from the Project's N. Laurel Canyon Boulevard frontage or directly from N. Laurel Canyon Boulevard. The ground floor commercial uses would also be accessed from the ground floor courtyard area. Accordingly, the Project would facilitate pedestrian and bicycle access between the Project Site, existing transit, and nearby commercial uses.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent.** The 243 new housing units would contribute to the City's long-term housing demand. The Project is a mixed-use development proposed in an area that is being transformed from industrial uses to a mix of residential, commercial, and industrial uses. The needs of the residents are being transformed from commercial/industrial uses to residential and neighborhood-serving commercial uses. Furthermore,

Table 4.10
Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy[a]	Project Consistency
	the Project is conserving existing residential neighborhoods as its construction would not displace any residents or demolish any existing housing units.
Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services, and the residents' quality of life can be maintained or improved.	**Consistent.** The Project includes 243 new housing units and 5,126 square feet of neighborhood-serving commercial uses. In addition, the Project would also include well-designed landscaped areas with hardscape and vegetation that enhance the future residents' quality of life as well as improve the aesthetic of the surrounding neighborhood. The Project Site can accommodate growth as it is located where there is sufficient public infrastructure and services that allow the residents' quality of life to be maintained and improved.
Housing Chapter	
Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.	**Consistent.** The Project would develop 243 dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units. The unit mix would be comprised of 17 live/work units, 42 studios, 56 one bedroom units, and 128 two bedroom units, available in the North Hollywood-Valley Village Community Plan area, which would help meet the anticipated growth in housing demand for the area and the City.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent.** The Project is located along N. Laurel Canyon Boulevard, which is well-served by existing transit service, including Metro Bus line 230 along N. Laurel Canyon Boulevard and. Metro Bus line 162 along Sherman Way. The Project is providing a buffer between lower density neighborhoods. The proposed mixed-use building would be setback 18 feet from the abutting single-family property lines on Vose Street. In addition, the west elevation terraces down to reduce bulk along the neighboring residential lots.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project is located along N. Laurel Canyon Boulevard, which is well-served by existing transit service, including Metro Bus line 230 along N. Laurel Canyon Boulevard and Metro Bus line 162 along Sherman Way. North Hollywood is developed with a diversity of land uses, including commercial uses that connects and serve the surrounding neighborhoods.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent:** The Project would develop an underdeveloped site with a new, high-quality, 243-unit residential development with 5,126 square feet of ground floor retail. The Project proposes a mixed-use residential building that is constructed to the latest resource-efficient requirements of the LA Green Building Code, as well as provisions for on-site bicycle parking and within proximity to transit service to reduce car dependency, thereby facilitating transportation

Table 4.10
Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy[a]	Project Consistency
	alternatives to single-occupant vehicles, reducing vehicle miles traveled, and improving the quality of life and aesthetic quality of the public realm.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent:** The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points.
Objective 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	**Consistent:** See consistency analysis for Objective 5.9.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** See the consistency analysis for Policy 9.3.1., above.

[a] *City of Los Angeles, The Citywide General Plan Framework Element, readopted August 2001.*
Source (table): EcoTierra Consulting, 2022.

Mobility Element 2035

The Transportation Element (Mobility Plan), adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element.

The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (AB 1358).

The purpose of the Mobility Plan is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan focuses on the City's transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan includes the following five main goals that define the City's high-level mobility priorities.

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities.

Each of these goals contains objectives and policies to support the achievement of those goals. The Project's consistency with applicable policies in Mobility Plan 2035 adopted for the purpose of avoiding or mitigating an environmental effect is discussed in the impact analysis below. A detailed list of the goals, objectives, and policies of Mobility Plan 2035 applicable to the Project is included in included in Table 4.11, *Applicable Policies of the Mobility Plan 2035,* along with a discussion of whether or not the Project does or does not conflict with that particular goal, objective, or policy.

Table 4.11
Applicable Policies of the Mobility Plan 2035

Policy	Would the Project Conflict?
Chapter 1: Safety First	
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**No conflict.** The Project would prepare and implement a Construction Management Plan that would reduce construction-related impacts on the surrounding community and would incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area; minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians; and reduce the use of residential streets and congestion to pubic streets and highways.
Chapter 2: World Class Infrastructure	
Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	**No conflict.** The Project would not modify existing bicycle facilities. The Project would enhance bicycle facilities on-site by providing short-term and long-term bicycle spaces in conformance with the City's Bicycle Ordinance.
Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.	**No conflict.** Vehicular access would be from N. Laurel Canyon Boulevard into a two-way street which

Table 4.11
Applicable Policies of the Mobility Plan 2035

Policy	Would the Project Conflict?
	ingresses into a two-level subterranean parking garage underneath the 6-story portion of the building. No dedicated passenger loading zones are currently provided or proposed. However, ample parking would be provided with anticipated turnover and availability to provide space for drop off and pickup service.
Chapter 3: Access for All Angelenos	
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral of the City's transportation system.	**No conflict.** Given the Project Site's location in proximity to a variety of transportation options and the infill nature of the Project, the Project would maximize the potential for mobility and accessibility. The Project would promote the use of bicycles by providing access to short-term and long-term bicycle parking spaces on Site.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**No conflict.** The Project would provide a mixed-use in an urbanized area well-served by transit, and within walking distance of commercial uses. The proposed residential and commercial uses would support the Project area's existing range of services and activities.
Policy 3.4: Provide all residents, workers, visitors with affordable, efficient, convenient, and attractive transit services.	**No conflict.** The Project Site is located in an area well-served by public transit, including several Metro bus lines.
Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**No conflict.** The Project would provide bicycle parking spaces on-site in accordance with LAMC requirements. The Project would provide 138 long-term bicycle parking spaces and 16 short-term spaces, for a total of 154 bike parking spaces. The long-term bicycle parking spaces would be located in the subterranean parking structure. Short-term bicycle parking would be located in the public right-of-way along N. Laurel Canyon Boulevard.
Chapter 5: Clean Environments & Healthy Communities	
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	**No conflict.** The Project supports reductions in VMT by providing a mixed-use within immediate walking distance of a several transit options, including several Metro bus lines, as well as within numerous retail, dining, and employment opportunities, and thus, provides opportunities for residents and employees to use transportation alternatives to single-occupancy vehicles. In addition, the Project's provision of short- and long-term bicycle parking spaces facilitates travel to and from the Project by bicyclists.
Source: City of Los Angeles, Mobility Plan 2035, September 7, 2017; EcoTierra Consulting, 2022.	

Plan For A Healthy Los Angeles

The Plan for a Healthy Los Angeles is the new Health and Wellness Element of the General Plan. The Plan for a Healthy Los Angeles identifies seven primary goals and associated objectives and policies and possible programs that serve as the implementation blueprint for creating healthier, vibrant communities. As shown in Table 4.12, *Applicable Policies of the*

Healthy LA Plan, below, the Project would not conflict with, but would implement, a number of the Healthy LA Plan policies.

The Project would promote a healthy built environment by constructing a mixed-use development that is proximate to commercial and retail uses, and transit. The Project would provide 27,725 square feet of open space in the form of private balconies, indoor common space, outdoor common space at the plaza level, courtyards, roof terraces, and landscaping. Development of the Project would also incorporate security features into the Project design to enhance safety. The Project would comply with Americans with Disabilities Act (ADA) standards. The Project's energy efficiency features and location near major transit facilities would reduce the energy demand and emission footprint of the Project and the per capita GHG emissions of the residents, employees, and visitors from private automobile travel. Therefore, the Project would not conflict with the applicable policies in Healthy LA Plan and impacts would be less than significant.

Table 4.12
Applicable Policies of the Healthy LA Plan

Policies	Would the Project Conflict?
Chapter 2 – A City Built for Health	
Policy 2.2 Healthy Building Design and Construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools practices, and programs.	**No conflict.** The Project would replace a surface parking lot and commercial building with a mixed-use development that includes pedestrian and bicycle facilities, is proximate to commercial and retail uses, and transit. The Project would include 27,725 square feet of private and common open space for the proposed residents. This open space includes private balconies, indoor common space, outdoor common space at the plaza level, courtyards, roof terraces, and landscaping. Development of the Project would also include the incorporation of security features into the Project design to enhance safety. The Project would comply with ADA standards.
Chapter 5 – An Environment Where Life Thrives	
Policy 5.7 Land Use Planning For Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.	**No conflict.** In addition to adhering to smart growth principles of locating new development on infill locations adjacent to existing employment centers and public transportation options, the Project would incorporate a wide range of building technologies and energy efficient design features, such as high efficiency toilet and urinals, low flow showerheads and faucets, draught tolerant and native plants, drip/subsurface, zoned irrigation with weather-based and irrigation controllers, thereby reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. The Project's energy efficiency features and location near major transit facilities could help reduce its energy and vehicle emission footprint and thus the per capita GHG emissions of its employees and visitors.
Source: City of Los Angeles, Plan for a Healthy Los Angeles, March 2015; EcoTierra Consulting, 2022.	

North Hollywood-Valley Village Community Plan

The City's community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The North Hollywood-Valley Village Community Plan guides land uses on the Project Site and in the surrounding areas within the North Hollywood-Valley Village Community Plan Area. This current Community Plan sets forth planning goals and objectives to maintain the community's distinctive character.

As set forth in the Community Plan, the frontage of the Project Site is designated for Limited Manufacturing land uses and the rear of the Project Site is designated for Parking land uses.[106] Zoning designations consistent with the Limited Manufacturing land use category include M1, MR1, and P and zoning designation consistent with the Parking Buffer land category include P.[107]

The Applicant has requested a General Plan Amendment to revise the land use designation in the North Hollywood – Valley Village Community Plan Area from Limited Manufacturing and Parking Buffer to Community Commercial. Zoning designations consistent with the Community Commercial land use category include Cr, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB.[108] The requested General Plan Amendment from Limited Manufacturing and Parking Buffer to Community Commercial would create a development site compatible with the North Hollywood – Valley Village Community Plan's recognition of a community issue that there is a need to accommodate more affordable housing. It would also create a development site compatible with the City's goals and requirements under the 2021-2029 Regional Housing Needs Assessment (RHNA) and the recently adopted 2021-2029 Housing Element, which identified portions of the Project Site[109] as potential candidate sites for rezoning to accommodate housing development.

The Project Site is located on the edge of M1 zoned properties, where nearby parcels to the east, across N. Laurel Canyon Boulevard, and to the south at the intersection of N. Laurel Canyon Boulevard and Hart Street, are zoned C2 and developed with residential and commercial uses. Properties in the RD2 Zone that adjoin the Project Site are developed with multi-family residential uses, and properties in the R1 zone that adjoin the Project Site are developed with single-family uses. The immediate vicinity is being transformed from industrial uses to a mix of residential, commercial, and industrial uses. Therefore, it would be appropriate to rezone the Project Site from Limited Manufacturing and Parking Buffer to Community

106 City of Los Angeles, General Plan Land Use Map, North Hollywood-Valley Village Community Plan as of October 27, 2009.

107 City of Los Angeles, General Plan Land Use Map, North Hollywood-Valley Village Community Plan as of October 27, 2009.

108 City of Los Angeles, General Plan Land Use Map, North Hollywood-Valley Village Community Plan as of October 27, 2009.

109 The sites were selected based on the concepts and strategies laid out in the Rezoning Program (Program 121 in Chapter 6) of the 2021-2029 Housing Element.

Commercial for the construction of the proposed mixed-use Project. With approval of the General Plan Amendment the Project would be consistent with this land use designation as the C2 zone allows for uses including multi-family residential and commercial uses. Moreover, the Project is consistent with multiple other Community Plan objectives and policies. The Project's consistency with these applicable objectives and policies is presented in Table 4.13, *Applicable Goals and Policies of the North Hollywood-Valley Village Community Plan,* below. Overall, with approval of the General Plan Amendment the Project would result in a less than significant impact as it would not conflict with the applicable policies in the North Hollywood-Valley Village Community Plan.

Table 4.13
Applicable Goals and Policies of the North Hollywood-Valley Village Community Plan

Objectives and Policies[a]	Project Consistency
Policies	
Policy: The North Hollywood-Valley Village Community Plan has been designated to accommodate the anticipated growth in population and employment of the community to the year 2010. The plan does not seek to promote nor hinder growth; rather, it accepts the likelihood that growth will take place and must be provided for.	**No Conflict**. The Project includes the construction of a new mixed-use building containing 243 residential dwelling units, and approximately 5,126 square feet of ground-floor commercial uses. Therefore, the Project would promote growth in the North Hollywood community.
Policy: The plan encourages the preservation of low density single-family residential areas, the conservation of open space lands and the concentration of commercial and residential development into the North Hollywood Center (business district and environs); these are intended to be connected to other major Center of the City by a rapid transit network.	**No Conflict**. The proposed mixed-use building would setback 18 feet from the abutting single-family property lines on Vose Street. In addition, the west elevation terraces down to reduce bulk along the neighboring residential lots. The Project would develop 243 new residential units and 5,126 square feet of retail uses in proximity to existing transit along N. Laurel Canyon Boulevard and Sherman Way that provides ample transit opportunities, including Metro Local Buses (Lines 162 and 230).
Policy: The Plan proposes clustering of neighborhood and community commercial activity to provide maximum convenience with minimum disturbance to residential neighborhoods. Similarly, the plan proposes industrial uses in areas where they will not adversely affect surrounding development	**No Conflict.** The Project would provide additional housing opportunities and retail uses within an area developed with existing residential and commercial uses, at a density that is consistent with the character of N. Laurel Canyon Boulevard and the surrounding area.
Policy: The Plan stresses the need for the improvement of existing public facilities and the provision of additional facilities to satisfy the needs of both the present and projected populations.	**No Conflict.** As discussed under Checklist Question XIX. Utilities and Service Systems, the agencies that provide public infrastructure, services, and utilities to the Project Site would have capacity to serve the Project and there would be no need for improvement of existing or additional facilities to accommodate the Project.
Residential Policy: The Plan proposes that the low-density residential character of North Hollywood-Valley Village should be preserved and that single-family residential neighborhoods be protected from encroachment by other types of uses.	**No Conflict.** The proposed mixed-use building would setback 18 feet from the abutting single-family property lines on Vose Street. In addition, the west elevation terraces down to reduce bulk along the neighboring residential lots.
Objectives	

Table 4.13
Applicable Goals and Policies of the North Hollywood-Valley Village Community Plan

Objectives and Policies[a]	Project Consistency
Policies	
Objective 3: To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethic groups of the community, maximizing the opportunity for individual choice: **b.** To provide multiple- dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the North Hollywood Business District.	**No Conflict.** The Project would develop a mixed-income housing development with 243 residential dwelling units in a variety of unit sizes to meet the diverse economic and physical needs and overall demand for the projected increased population in the Community Plan area.
Objective 8: To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and billboards along the major arteries of the community.	**No Conflict.** The Project would improve the visual environment of the community by replacing an aging commercial building and surface parking lot with a newly constructed mixed-use project with on-site vehicular parking located in subterranean parking levels.

[a] *City of Los Angeles, North Hollywood-Valley Village Community Plan, May 14, 1996.*
Source (table): EcoTierra Consulting, November 2022.

Planning and Zoning Code

All on-site development activity is subject to the City's Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. The designations are defined as follows:

- Northern portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned M1-1VL (Limited Industrial – Height District 1 Very Limited). Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Central portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned CM-1 (Commercial Manufacturing – Height District 1). Height District No. 1 allows unlimited building heights, but limits the FAR to 1.5:1.

- Southern portion of the Project Site, fronting N. Laurel Canyon Boulevard, is zoned [Q]CM-1VL (Commercial Manufacturing – Height District 1 Very Limited). The Q condition restricts the height of development to two stories and requires specific landscaping guidelines along the southern property line. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Rear northern portion of the Project Site is zoned P-1VL (Automobile Parking – Height District 1 Very Limited). Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

- Rear southern portion of the Project Site is zoned [Q]P-1VL (Automobile Parking – Height District 1 Very Limited). The Q condition restricts the height of development to two stories and requires specific landscaping guidelines along the southern property

line. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

The Applicant has requested a Zone Change and Height District Change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL to C2-1VL (Commercial – Height District 1 Very Limited) over the entire Project Site. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height.

As permitted by LAMC Section 11.5.11(e), [110] the Project Applicant is requesting the following three incentives in connection with the requested General Plan Amendment and Zone Change to permit:

i. A FAR increase from 1.5 to 2.65 over the entire Project Site.

ii. A height increase to a maximum of 71 feet and 6 stories in lieu of the maximum 45 feet and 3 story height limit otherwise permitted in Height District 1VL.

iii. Increase in transitional height of 2 feet and 8 inches to permit a height of 27 feet and 8 inches within 0-49 feet of an R1 zone, 8 feet to permit 41 feet within 50-99 feet of an R1 zone, 16 feet to permit 61 feet within 100-165 feet of an R1 zone, and 26 feet to permit 71 feet within 166-199 feet of an R1 zone.

Permitted Land Uses

The C2-1VL zone permits both commercial and residential uses. The corresponding zones for the Community Commercial land use designation include CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB.[111] The Applicant has requested a Zone Change and Height District Change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL to C2-1VL, over the entire Project Site. Therefore, with approval of the requested Zone and Height District change, the Project would be consistent with the Planning and Zoning Code's permitted land uses on the Project Site, which allows for residential uses.

Height District and Floor Area

The Project Site is located within Height District 1 and 1VL. Height District 1 has no height limits, but limits the FAR to 1.5:1. Height District 1VL limits buildings to three stories and a height of 45 feet in the M1, CM, and P zones.[112] The Project proposes a maximum height of 71 feet, exclusive of rooftop railings/guardrails, stair and elevator shafts, and/or other allowable roof projections, and a FAR of 2.65:1. The Applicant has requested a Zone and Height District

110 Per LAMC Section 11.5.11(a).1(iii) If the General Plan amendment, zone change or height district change allows a residential use where not previously allowed, then the Project shall provide no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 11% of the total units at rents affordable to Very Low Income households or 20% of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units.

111 LAMC Section 12.11 A, website: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-110173. Accessed November 2022.

112 LAMC Section 12.21.1 A, website: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-114268. Accessed November 2022.

change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL to C2-1VL, over the entire Project Site, which would allow the Project to be developed with a FAR up to 2.65:1 and to a maximum height of 71 feet and six stories after incentives.

The developer incentive for an increase in transitional height of 2 feet and 8 inches to permit a height of 27 feet and 8 inches within 0-49 feet of an R1 zone, 8 feet to permit 41 feet within 50-99 feet of an R1 zone, 16 feet to permit 61 feet within 100-165 feet of an R1 zone, and 26 feet to permit 71 feet within 166-199 feet of an R1 zone. With approval of the requested Zone and Height District Change, and incentives, the Project would be consistent with the allowed FAR of 2.65:1 and the maximum height of 71 feet.

Setback Requirements

The Project Site has a front yard along Laurel Canyon Boulevard to the east. The side yards are located along the northern and southern property lines and the rear yard is to the west.

Pursuant to LAMC Section 12.14 C, no front yards are required in the C2 zone.[113] For all portions of buildings erected and used for residential purposes in the C2 zone, side and rear yards are required to conform to the requirements of the R4 Zone and should be provided and maintained at the ground floor level of the first story used in whole or in part for residential purposes. Pursuant to LAMC Section 12.11 C, the width of the side yard for a building more than two stories in height, shall be five feet plus one foot added to the width of such side yard for each additional story above the second story, but in no event shall a side yard of more than 16 feet in width be required. The rear yard shall not less than 15 feet in depth. One foot shall be added to the depth of such rear yard for each additional story above the third story, but such rear yard need not exceed 20 feet in depth.[114] The Project would be required a side yard of nine feet and a rear yard of 18 feet. The Project would provide a side yard of at least nine feet and a rear yard of 18 feet.

The Applicant has requested a Zone and Height District change from M1-1VL, CM-1, P-1VL, [Q]P-1VL and [Q]CM-1VL to C2-1VL, over the entire Project Site. Therefore, with approval of the Zone Change to C2, the Project would be consistent with the applicable code required setbacks of the C2 zone and impacts would be less than significant.

Parking

Pursuant to LAMC 12.21 A4, the Project would be required to provide 399 parking spaces for the residential uses. However, LAMC 12.21 A4 allows residential buildings to replace ten percent of the required automobile parking with bicycle parking at a ratio of one standard or compact automobile parking space for every four required or non-required bicycle parking spaces provided. Thus, the Project would be required to, and would, provide 360 residential parking spaces. LAMC 12.21 A4 requires 1 space for each 100 square feet of gross floor area

113 LAMC Section 12.14 C, website: https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-3559. Accessed November 2022.

114 LAMC Section 12.11 C, website: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-110173. Accessed November 2022.

for restaurant space greater than 1,000 square feet.[115] Therefore, 51 spaces are required for commercial use and the Project would meet this requirement by providing 53 spaces for commercial use. The Project includes a total of 413 total parking spaces. The Project proposes to provide a total of 360 residential vehicular parking spaces in two levels of subterranean parking and 53 commercial vehicular parking spaces in at grade parking.

Bicycle parking is required in accordance with LAMC Section 12.21.A.16(a)(1)(i) and the Project is required to provide 136 long-term and 14 short-term bicycle parking spaces to serve the residential units and 2 long-term plus 2 short-term bicycle parking spaces to serve the proposed commercial units. The Project has been designed to provide 138 long-term and 16 short-term bicycle parking spaces, consistent with the LAMC requirement. Long term spaces would be provided in the P1 subterranean parking level, and short-term spaces would be provided outside on the ground level along N. Laurel Canyon Boulevard.

Open Space

The Project's required open space was calculated pursuant to LAMC Section 12.21.G, based on the size and number of dwelling units. The Project proposes 243 residential units. For each unit with less than three habitable rooms, 100 square feet of open space is required and for each unit with three habitable rooms, 125 square feet of open space is required. Thus, a total of 27,500 square feet of open space is required for this Project. The Project would provide 27,725 square feet of open space consisting of 2,650 square feet of private balconies, 3,468 square feet of indoor common space and 21,607 square feet of outdoor common space at the plaza level, courtyards, and roof terraces, for a total of 27,725 square feet of common open space. In conformance with LAMC Section 12.21.G, 25 percent of the provided common open space is required to be landscaped, or a minimum of 5,402 square feet. The Project would include 5,414 square feet of landscaped outdoor common open space.

The Project would require planting of 61 trees based on a ratio of 4 trees per unit. As part of the Project's landscaping plan, the Project proposes 61 new on-site trees to be accommodated at the ground floor courtyards and 4th floor rooftop deck.

Los Angeles State Enterprise Zone

Enterprise zones are specific geographic areas designated by City Council and have received approval from the California Department of Commerce under either the Enterprise Zone Act Program or Employment And Economic Incentive Act Program to receive economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. Pursuant to LAMC Section 12.21 A.4(x)(3), projects located within the Los Angeles State Enterprise Zone are allowed to utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research

[115] The commercial spaces are designed as flexible spaces that may contain offices, general retail, etc. To be conservative, the commercial parking requirements have been calculated using restaurant parking requirements (the strictest commercial parking requirement).

and development buildings to provide two parking spaces per 1,000 square feet of gross commercial floor area.

The Project is eligible for the Los Angeles Enterprise Zone provisions for reduced parking requirements in the form of 2 parking spaces for every 1,000 square feet of commercial/retail space. However, the Project will not utilize this provision and will be providing 53 commercial parking spaces for the proposed 5,126 square feet of commercial space. Therefore, impacts related to the Project consistency with the Los Angeles State Enterprise Zone would be less than significant.

Overall, with approval of the Zone Change to C2, the Project would not conflict with the LAMC and impacts would be less than significant.

Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines such as those found in Community Design Overlays.

The Project's consistency with applicable objectives in the Citywide Design Guidelines is presented in Table 4.14, *Consistency with Applicable Objectives of the Citywide Design Guidelines*, below. The Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. The Project would be comprised of a new mixed-use building containing 243 residential dwelling units, including at least 5 percent (or 13 dwelling units), set aside as Extremely-Low Income units and at least 11 percent (or 27 dwelling units), set aside as Very-Low Income units, and approximately 5,126 square feet of ground-floor commercial uses. The building design includes use of modern materials. The Project's façade incorporates a variety of materials to break a solid wall to provide interest with vertical elements including painted stucco, brick facades, aluminum window frames, glass façade balconies with black railings, high performance glazing, and a painted mural. The Project would provide 27,725 square feet of open space in the form of private balconies, indoor common space, outdoor common space at the plaza level, courtyards, roof terraces, and landscaping. Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall-

or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties. Therefore, the Project would not conflict with the Citywide Design Guidelines and impacts would be less than significant.

Table 4.14
Citywide Design Guidelines

Guideline	Would the Project Conflict?
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	**No conflict.** The Project proposes pedestrian entrances from N. Laurel Canyon Boulevard. The entrance would include signage so that pedestrians can safely and comfortably enter and exit. Glass facades and ample landscaping would further create a transparent and welcoming environment for pedestrians as they either enter or walk around the Project Site. A diverse range of plants and trees would surround the Project Site to further create a naturally welcoming environment for pedestrians and visitors. Ample lighting along N. Laurel Canyon Boulevard is proposed to further maintain a comfortable and accessible pedestrian experience.
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	**No conflict.** Vehicular access would be from N. Laurel Canyon Boulevard into a two-way street which ingresses into a two-level subterranean parking garage underneath the 6-story portion of the building. Residents and visitors would access the residential areas of the building through either the ground floor courtyard area, which would have a separate sidewalk area, from the Project's N. Laurel Canyon Boulevard frontage or directly from N. Laurel Canyon Boulevard. The ground floor commercial uses would also be accessed from the ground floor courtyard area. As the Project would be consistent with applicable parking requirements of the LAMC, it would further ensure any vehicles that may otherwise be searching for street parking and disrupt the pedestrian experience are easily accommodated on-site.
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	**No conflict.** The Project promotes an enhanced pedestrian-oriented design with ground floor commercial uses along N. Laurel Canyon Boulevard. Furthermore, the Project's location near existing residential on a commercial corridor would facilitate the residents' interaction with the community, activating the pedestrian environment and providing more customers to businesses on the commercial corridor of N. Laurel Canyon Boulevard.
Guideline 4: Organize and shape projects to recognize and respect surrounding context.	**No conflict.** The Project would include design elements that reinforce orientation to the street, including glass facades and a clearly identifiable pedestrian entrances along N. Laurel Canyon Boulevard and within the courtyard area. The Project's design is high quality, contemporary architecture with articulated walls and varied colors that is compatible with the more contemporary designs that have been

Table 4.14
Citywide Design Guidelines

Guideline	Would the Project Conflict?
	incorporated in buildings constructed in the area over the recent decade. The Project has been designed to create a vibrant community and pedestrian-oriented streetscape along a Commercial corridor. 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. Project Site Improvements surrounding the building would include curb adjustments, and new sidewalks as required. New street trees shall be provided in accordance with City recommendations and per the requirements of the Bureau of Street Services, Urban Forestry Division and would allow for a pleasant sidewalk view and experience.
Guideline 5: Express a clear and coherent architectural idea.	**No conflict**. The Project would be designed with the scale and character that respects the unique mixture of industrial, residential, and commercial uses along N. Laurel Canyon Boulevard. The building design includes use of modern materials. The Project's façade incorporates a variety of materials to break a solid wall to provide interest with vertical elements including painted stucco, brick facades, aluminum window frames, glass façade balconies with black railings, high performance glazing, and a painted mural. The incorporation of ample landscaping around the perimeter complements the architectural style of the building and would maintain a buffer as needed from unappealing views for pedestrians and adjacent properties.
Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.	**No conflict.** The Project would provide 27,725 square feet of open space in the form of private balconies, indoor common space, outdoor common space at the plaza level, courtyards, roof terraces, and landscaping. The Project proposes to include ample landscaping along the perimeter of the Project to provide pedestrians and visitors with a visually appealing and pleasing view.
Guideline 7: Carefully arrange design elements and uses to protect site users.	**No conflict.** Project proposes to include a clearly delineated and safely accessible entrances No. Laurel Canyon Boulevard and the courtyard area for pedestrians. Vehicular access would be from Laurel Canyon Boulevard into a two-way street which ingresses into a two-level subterrain parking garage underneath the 6-story portion of the building, would both be clearly delineated.
Guideline 8: Protect the site's unique natural resources and features.	**No conflict.** The Project includes ample landscaping with a variety of trees and shrubs that promote growth of natural resources throughout the perimeter of Project Site.

Table 4.14
Citywide Design Guidelines

Guideline	Would the Project Conflict?
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.	**No conflict.** The Project would provide preferential parking for electric and low-emitting vehicles. The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, which would reduce vehicle miles traveled for the office space. Further, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Project's energy consumption.
Guideline10: Enhance green features to increase opportunities to capture stormwater and promote habitat.	**No conflict.** The Project proposes to include ample landscaping with a variety of trees and shrubs that enhance the green features and promote opportunities for stormwater capture. These selected plants are proposed to be native and drought-tolerant as feasible and available.
Source: City of Los Angeles, Citywide Design Guidelines, October 24, 2019. EcoTierra Consulting, 2022.	

Therefore, impacts would be less than significant and no mitigation measures would be required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource and the project converted an existing or potential future regionally-important mineral extraction use to another reuse or if the project affected access to a site used or was potentially available for regionally-important mineral resource extraction.

The Project Site is fully developed and no oil wells are present.[116,117] The Project Site is not located within the boundaries of a major oil drilling area or within a State-designated oil field. The State Geologist classifies mineral resource zones (MRZs) within a region based on the following factors:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

The Project Site is located within a mineral resource zone (MRZ-2 zone).[118] Regardless, the Project would not involve mineral extraction activities, nor are any such activities presently occurring on the Project Site. **Therefore, impacts would less than significant and no mitigation measures would be required**.

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?

Less Than Significant Impact. A significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction and the project converted an existing or potential future locally-important mineral extraction use to another use or if the project affected access to a site used or potentially available for locally-important mineral resource extraction.

As discussed above under responses to Checklist Question XII(a), the Project Site is not within a major drilling area or State-designated oil field, but is located within an MRZ-2 zone. However, the Project would not affect any extraction activities and there would be no impact on existing or future regionally important mineral extraction sites. 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, impacts would be less than significant and no mitigation measures would be required.**

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116 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

117 California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Well Finder, website: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.37122/34.06442/19. Accessed November 2022.

118 Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET Public online database, website: https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed November 2022.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the project would generate excess noise that would cause the ambient noise environment at the Project Site to fail to comply with noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC). Implementation of the Project would result in an increase in ambient noise levels during both construction and operations, as discussed in detail below.

Regulatory Setting

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal

and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, CEQA requires that all known environmental effects of a project be analyzed, including the potential environmental noise impacts.

State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 decibels (dBA) CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of Los Angeles General Plan Noise Element

The City of Los Angeles has adopted a Noise Element of the General Plan to identify goals, objectives, and policies for managing noise issues within the City. The following goal and objectives are identified in the General Plan Noise Element:

Goal A city where noise does not reduce the quality of urban life.

Objective 1 Reduce airport and harbor related noise impacts.

Objective 2 Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.

Objective 3 Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Exhibit I of the City of Los Angeles General Plan Noise Element identifies Guidelines for Noise Compatible Land Use to evaluate the potential impacts of transportation-related noise. In accordance with the City's Noise Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or

sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dBA CNEL for noise-sensitive uses are generally considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for residential uses. For conditionally acceptable exterior noise levels, new construction, or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

City of Los Angeles Operational Noise Standards

To analyze noise impacts originating from a designated fixed location or private property such as the Project, stationary-source (operational) noise such as HVAC equipment and trash enclosure activity are typically evaluated against standards established under a jurisdiction's Municipal Code or General Plan.

Chapter XI of the LAMC establishes Noise Regulations, setting exterior noise limits to control community noise impacts from commercial noise sources including air conditioning units, refrigeration, heating, pumping, and filtering equipment. Section 112.02 indicates that such equipment shall not operate in a manner as to cause the noise level at any sensitive use to exceed the existing ambient noise level by 5 dBA. Section 114.03 prohibits loading or unloading any vehicle, or operate dollies, carts, forklifts, or other wheeled equipment causing impulsive sound, raucous or unnecessary sound within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M of the following day. Also, Section 114.06 prohibits installation, operation or use of any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes.

City of Los Angeles Construction Noise Standards

Section 112.05 of the City's Municipal Code identifies exterior noise level limits for construction equipment in any residential zone or within 500 feet thereof, as follows:

- 75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment.

However, the above limitation does not apply where technically infeasible (i.e., the noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers, and/or any other feasible noise reduction measures).

Significance Criteria

Noise impacts shall be considered significant if any of the following occur as a direct result of the Project.

Off-Site Operational Traffic Noise

- When the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):
    - are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
    - range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or
    - already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

Operational Stationary-Source Noise

- If the Project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (as specified in the Table on page I.2-4 of the *L.A. CEQA Thresholds Guide*, Community Noise Exposure), or;

- If Project-related operational (stationary source) noise levels exceed the exterior ambient noise levels at adjacent sensitive receiver locations by 5 dBA Leq (LAMC § 112.02).

Construction Noise and Vibration

The 2006 L.A. CEQA Thresholds Guide identifies the following criteria to evaluate construction noise:

- *Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;*

- *Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or*

- *Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00*

Applicable Vibration Standards

The City currently does not have significance criteria to assess vibration impacts during construction. Thus, Federal Transit Administration (FTA) guidelines set forth in FTA's Transit Noise and Vibration Assessment, dated September 2018, are used to evaluate potential

impacts related to construction vibration for both potential building damage and human annoyance. The FTA guidelines regarding construction vibration are the most current guidelines and are commonly used in evaluating vibration impacts.

Based on this FTA guidance, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

In addition, the FTA guidance manual also provides vibration criteria for human annoyance for various uses. These criteria were established primarily for rapid transit (rail) projects and are based on the frequency of vibration events. Specific criteria are provided for three land use categories: (1) Vibration Category 1—High Sensitivity; (2) Vibration Category 2—Residential; and (3) Vibration Category 3—Institutional. Based on FTA guidance, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction activities cause ground-borne vibration levels to exceed 75 VdB at off-site sensitive uses, including institutional uses.
- Project construction activities cause ground-borne vibration levels to exceed 72 VdB at off-site sensitive uses, including residential and hotel uses.
- Project construction activities cause ground-borne vibration levels to exceed 65 VdB at off-site studio (recording/broadcast) uses.

Existing Noise Level Measurements

To assess the existing noise level environment, four short-term, 15-minute noise level measurements were taken at sensitive receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. The 15-Minute Noise Measurement Datasheet (see Appendix I of this Initial Study) provides the location of the Project Site and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected on July 7, 2021.

Measurement Procedure and Criteria

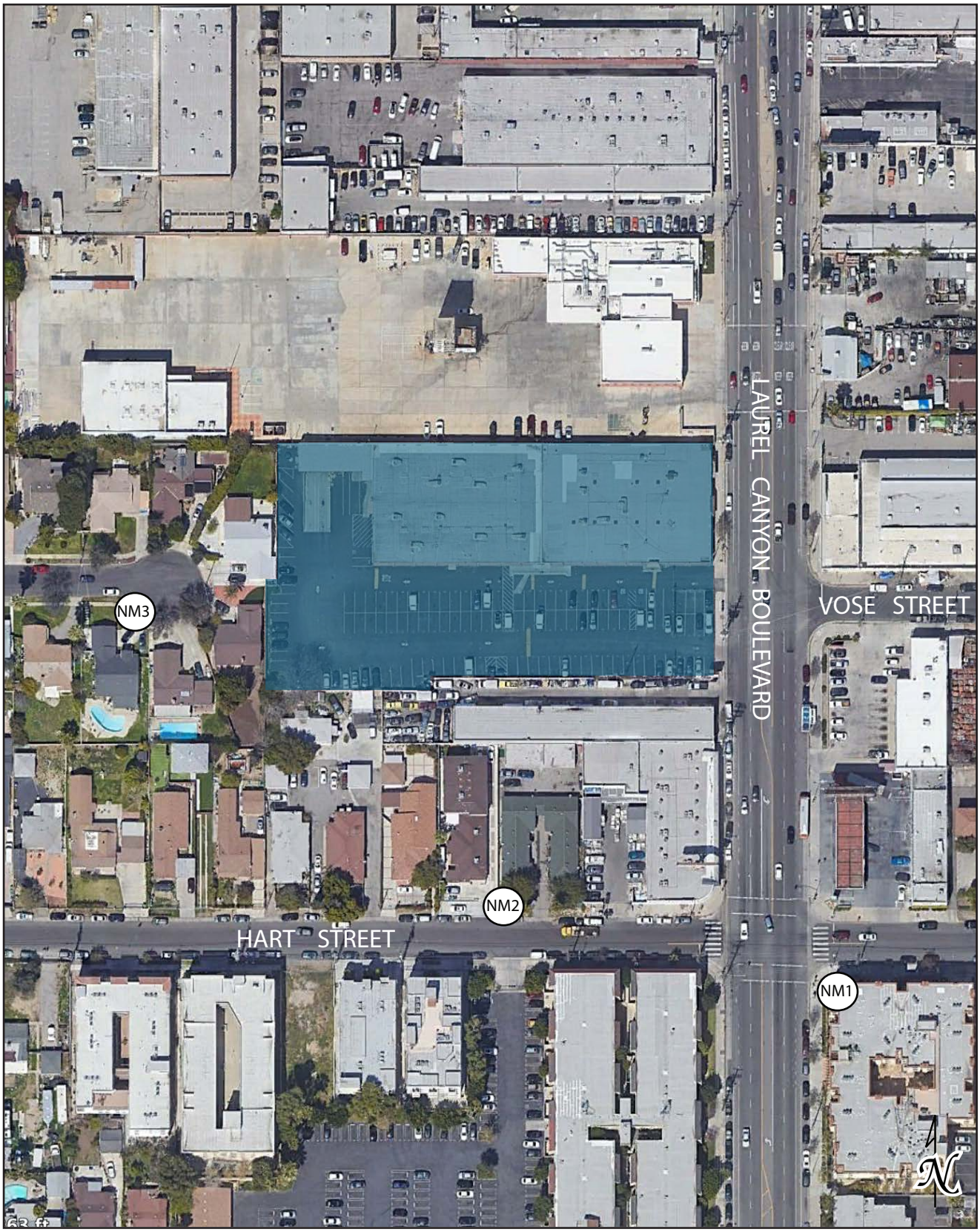
Noise monitoring was performed a Larson Davis Model Soundtrack LxT Class 1 sound level meter. The noise meter was programmed in “slow” mode to record the sound pressure level at one second intervals for in A-weighted form. The sound level meter and microphone were mounted approximately five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using a Larson Davis CAL250 calibrator. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

Noise Measurement Locations

The short-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient noise levels surrounding the Project Site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent any part of a private yard, patio, deck or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources. Further, FTA guidance states, it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before- and after-Project noise levels and is necessary to assess potential noise impacts due to the Project’s contribution to the ambient noise levels.

As shown on Figure 4.1, *Noise Measurement Location Map*, the noise measurements were taken near the closest sensitive uses to: the single-family residential uses located directly adjacent to the western boundary of the Project Site, along Vose Street (NM3), the single-family and multi-family residential uses located north of Hart Street, adjacent to the southern boundary of the Project Site (NM2); and the multi-family residential uses located on the southeastern corner of Hart Street and Laurel Canyon Boulevard (NM1).



Project Site

(NM#) Noise Measurement Locations

Source: Google Earth, March 2021.

Figure 4.1
Noise Measurement Location Map

Noise Measurement Results

Table 4.15, *Existing Ambient Noise Levels,* provides a summary of the ambient noise data. Ambient average noise levels were measured between 62.1 and 75.2 dBA Leq. Appendix I of this Initial Study includes photos, field sheet, and measured noise data. The dominant noise sources were from vehicles traveling along the adjacent roadways, aircraft, residential noise, and pedestrian-related noise.

Table 4.15
Existing Ambient Noise Levels

Noise Measurement Location	Location	Primary Noise Sources	Noise Levels [a]		
			L_{eq}	L_{max}	L_{min}
NM1	Adjacent to the multi-family residences on southeastern corner of Hart St and Laurel Canyon Blvd.	Main noise sources are from vehicular traffic traveling along Laurel Canyon Boulevard, Hart Street and other surrounding roads. Other noise sources include bird song, residential ambiance, wind chimes, music being played from various residences, pedestrians, and low altitude commercial aircraft flying overhead (~500') landing at Burbank airport.	75.2	97.8	52.5
NM2	Adjacent to the multi-family residential use located at 12117-12121 Hart Street, Los Angeles.		62.1	81.3	49.1
NM3	Adjacent to the single-family residential uses located at 12208 Vose Street, Los Angeles		64.6	84.6	44.5

a See Figure 4.1 for noise measurement locations. Each noise measurement was performed over a 15-minute duration. Noise measurements performed on July 7, 2022.
Ambient noise data details are available in Appendix I of this Initial Study.

Construction Impacts

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project.

The City of Los Angeles General Plan Noise Element defines noise-sensitive uses as: *single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks*. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Construction Noise Levels

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages:

- Demolition
- Grading/Excavation
- Foundation
- Building Construction
- Architectural Coating

The Project is anticipated to start demolition no sooner than the first quarter of 2026, and construction is anticipated to last approximately 30 months with final buildout occurring around the second quarter of 2028.

The nearest sensitive receptors that could potentially be subject to noise impacts associated with demolition/construction of the Project include residential uses to the southeast, south, and west of the Project Site.

Construction and demolition noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

A summary of noise level data for a variety of construction equipment compiled by the FTA is presented in Table 4.16, *Noise Range of Project Construction Equipment***.** Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

Table 4.16
Noise Range of Project Construction Equipment

Equipment Description	Impact Device?	Acoustical use Factor (%)	Typical Noise Level @ 50ft (Lmax dBA)
Compressor (air)	No	40	78
Concrete Mixer Truck	No	40	79
Concrete Pump	No	20	81
Concrete Saw	No	20	90
Crane	No	16	81
Drill Rig	No	20	79
Dozer	No	40	82
Forklift [a, b]	No	50	61
Front End Loader	No	40	79
Generator	No	50	81
Grader	No	40	85
Haul/Dump Truck	No	40	76
Paver	No	50	77
Pickup Truck	No	50	77
Roller	No	20	80
Tractor/Loader Backhoe	No	40	79
Welder/Torch	No	40	74

[a] *Warehouse & Forklift Noise Exposure - NoiseTesting.info Carl Stautins, November 4, 2014 http://www.noisetesting.info/blog/carl-strautins/page-3/*
[b] *Data provided Leq as measured at the operator. Sound Level at 50 feet is estimated.*
Source: FHWA RCNM User's Guide, 2006.

Construction noise associated with the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project Site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. To be conservative, the noise generated by each piece of equipment was added together for each phase of construction; however, it is unlikely (and unrealistic) that every piece of equipment will be used at the same time, at the same distance from the receptor, for each phase of construction. Furthermore, no noise reductions were taken for intervening structures (such as existing walls and buildings). A summary of anticipated noise levels during each construction phase at the closest receptors are presented in Table 4.17, *Construction Noise Levels (by Phase) at Nearest Receptors,* and worksheets are included as Appendix I of this Initial Study. Construction noise levels are compared to existing noise levels, which are shown in Table 4.16, above.

As mentioned previously, per Section 41.40 of the LAMC, a project would normally have a significant impact on noise levels from construction if construction activity (including demolition) or repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, occurs between the hours of 9:00 PM and 7:00 AM Monday through Friday, or between 6:00 PM and 8:00 AM on Saturday. Per Section 112.05 of the LAMC, a significant impact on noise levels from construction could also occur if equipment is operated in a manner that causes it to exceed 75 dBA at a distance of 50 feet, between the hours of 7:00 AM and 10:00 PM.

The above noise level limitations do not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction techniques during the operation of the equipment.

Table 4.17
Construction Noise Levels (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Construction Noise Levels (dBA Leq) [1]	Allowable Noise Threshold (dBA)	Exceeds Threshold?
Demolition	Residential to the Southeast (NM1)	65.4	75	No
	Adjacent Residential Receptors to the South (NM2)	74.0	75	No
	Adjacent Residential Receptors to the West (NM3)	72.6	75	No
Site Preparation /Foundation	Residential to the Southeast (NM1)	66.8	75	No
	Adjacent Residential	75.4	75	**Yes**

Table 4.17
Construction Noise Levels (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Construction Noise Levels (dBA Leq) [1]	Allowable Noise Threshold (dBA)	Exceeds Threshold?
	Receptors to the South (NM2)			
	Adjacent Residential Receptors to the West (NM3)	74.0	75	No
Building Construction	Residential to the Southeast (NM1)	61.6	75	No
	Adjacent Residential Receptors to the South (NM2)	70.1	75	No
	Adjacent Residential Receptors to the West (NM3)	68.8	75	No
Architectural Coating	Residential to the Southeast (NM1)	55.1	75	No
	Adjacent Residential Receptors to the South (NM2)	63.6	75	No
	Adjacent Residential Receptors to the West (NM3)	62.3	75	No

1 Construction noise level calculations for each phase of construction at each receptor available in Appendix I of this Initial Study.

As shown in Table 4.17, *Construction Noise Levels (by Phase) at Nearest Receptors,* above, without incorporation of any best management practices (BMPs) the highest construction noise levels at the most-impacted sensitive receptors located south of the Project Site could reach up to 75.4 dBA Leq during the site preparation/foundation phase of construction, which would exceed the 75 dBA construction noise level defined by the Section 41.40 of the LAMC.

However, it should be noted that construction noise impacts to residential uses that are located behind the Eric's Auto Repair building (south of the Project Site) would be attenuated by that commercial building and a temporary construction noise barrier would only be needed for the portion of the residential building located at 12127 Hart Street that is visible from the Project Site and for those residential buildings adjacent to the Site and west of 12127 Hart Street. Therefore, mitigation, in the form of BMPs to reduce construction noise would need to be incorporated. See Table 4.18, *Construction Noise Levels With BMPs (by Phase) at Nearest Receptors*, below for details on the reductions in noise levels at receptor locations from incorporation of BMP construction noise mitigation.

Table 4.18
Construction Noise Levels With Mitigation (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Construction Noise Levels With BMPs (dBA Leq) [1]	Allowable Noise Threshold (dBA)	Exceeds Threshold?
Demolition	Residential to the Southeast (NM1)	60.4	75	No
	Adjacent Residential Receptors to the South (NM2)	69.0	75	No
	Adjacent Residential Receptors to the West (NM3)	67.6	75	No
Site Preparation/Foundation	Residential to the Southeast (NM1)	61.8	75	No
	Adjacent Residential Receptors to the South (NM2)	70.4	75	No
	Adjacent Residential Receptors to the West (NM3)	69.0	75	No
Building Construction	Residential to the Southeast (NM1)	56.6	75	No
	Adjacent Residential Receptors to the South (NM2)	65.1	75	No
	Adjacent Residential Receptors to the West (NM3)	63.8	75	No
Architectural Coating	Residential to the Southeast (NM1)	50.1	75	No
	Adjacent Residential Receptors to the South (NM2)	58.6	75	No
	Adjacent Residential Receptors to the West (NM3)	57.3	75	No

1 Includes attenuation from the use of a temporary noise barrier and/or mufflers that would reduce noise levels by 5 dBA.

As shown in Table 4.18, *Construction Noise Levels With Mitigation (by Phase) at Nearest Receptors*, above, with incorporation of BMPs such as mufflers and/or use temporary construction noise barriers (where feasible) that provide approximately 5 dBA reduction during

all phases of construction at receptors located adjacent to the Project Site, construction noise levels would not exceed the applicable standard of 75 dBA at the nearby sensitive receptors. The use of an acoustical curtain, as a temporary construction noise barrier that blocks the line-of-sight between construction activities and receptors, can reduce noise impacts by up to 32 dBA.[119]

These industry-wide best BMPs for construction in urban or otherwise noise-sensitive areas, would be incorporated to attenuate construction noise levels to receptors located to the north, northeast and east.

Mitigation Measure

MM NOI-1

- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of a 5 dBA reduction.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- A temporary noise control barrier/sound curtain shall be installed on the property line of the construction site abutting/facing adjacent residential uses located to the west and south of the Project Site. The noise control barrier shall be engineered to block the line-of-sight from the residential uses to the construction activity and reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 5 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Therefore, with compliance with City noise regulations and incorporation of **MM NOI-1**, construction noise impacts would be less than significant.

As noted above, LAMC Section 41.40 regulates noise from construction activities by regulating the days and hours during which construction may occur. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. In conformance with the requirements of LAMC Section 112.05, implementation of the aforementioned attenuation measures would reduce the noise levels associated with construction of the Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise attenuation measures provided above would ensure the Project would be consistent with the LAMC. **Therefore, such impacts would be less than significant with mitigation incorporated.**

119 Acoustical Surfaces, Inc. website: https://www.acousticalsurfaces.com/curtan_stop/sound_blankets.htm.

Off-Site Construction Noise Impacts

The highest potential for off-site construction noise is sourced from hauling trips. During the demolition duration of 30 days, the Project would generate approximately 17 one-way haul truck trips per day travelling to and from the Project Site. During the grading/excavation duration of 171 days, the Project would generate approximately 68 one-way haul truck trips per day travelling to and from the Project Site. The anticipated outbound haul route from the Project Site would be along Laurel Canyon Boulevard, to Sherman Way, to the SR 170 freeway. Approximately 93,500 cy of soil will be excavated and exported from the Project Site. There are commercial uses along the route. Therefore, there are no sensitive receptors along the haul route that would be affected by haul truck noise. **Therefore, impacts from off-site construction noise would be less than significant and no mitigation measures would be required.**

Off-Site Operational Noise Impacts

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant.[120] Per the Transportation Analysis (see Appendix B of this Initial Study),[121] the Project would be expected to generate a net total of -1,269 trips. Therefore, as implementation of the Project would decrease the number of traffic trips on roadways in the Project vicinity, the net increase in traffic noise would not result in a significant (3 dBA or greater) increase in traffic noise from the Project. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

On-Site Operational Noise Impacts

This section analyzes the potential on-site operational noise impacts due to the Project's stationary noise sources.

Parking Noise

The proposed parking areas have the potential to generate noise due to cars entering and exiting, engines accelerating, braking, car alarms, squealing tires, and other general activities associated with people using the parking areas (i.e., talking, opening/closing doors, etc.). Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Activity levels would be highest in the early morning and evening when the largest number of people would enter and exit as they go to or return from work. However, these events would occur at low exiting and entering speeds, which would not generate high noise levels. During these times, the noise levels can range from 36 to 69 dBA Leq at a distance of 50 feet

120 The L.A. CEQA Thresholds Guide is no longer used by the City of Los Angeles Planning Department; however, the conclusion regarding the increase in traffic noise is still accurate and applicable.

121 Linscott, Law, & Greenspan Engineers LADOT Transportation Study Assessment Referral Form (refer to Appendix B.3 of this Initial Study).

from the source.[122] As the parking areas would be enclosed, except for the driveway area which would have garage access from Laurel Canyon Boulevard, noise generated from within the parking area would not exceed existing noise levels of 75.2 dBA Leq, at the closest receptors to the entrance to the parking garage, located on the southeastern corner of Hart Street and Laurel Canyon Boulevard, and would not adversely affect any off-site sensitive receptors. Furthermore, operational noise generated by motor vehicles within the Project Site is regulated under the LAMC. Specifically, Section 114.02 of the LAMC prohibits the operation of any motor vehicles upon any property within the City such that the created noise would cause the noise level on the premises of the property to exceed the ambient noise level by more than five decibels. LAMC Section 114.06 prohibits any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. LAMC Section 114.03 prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. of the following day. **Therefore, through project design and compliance with existing LAMC regulations, noise impacts associated with parking would be less than significant and no mitigation measures would be required.**

Stationary Noise Sources

Level 4 Roof Terrace

Noise associated with the level 4 roof terrace would consist primarily of people talking. This would result in noise levels of approximately 60-65 dBA at three feet.[123] The roof terrace area is located approximately 31 feet above ground level and 50 feet from the project boundary. At this distance (~59 feet) the noise from conversation would be approximately 39.13 dBA which would be below measured ambient noise levels at the closest receptor locations (i.e., 64.6 dBA measured along Vose Street west of the Project Site). Noise from use of the Level 4 Roof Terrance would be imperceptible at off-site receptor locations. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

Swimming Pool Area

Noise associated with the ground level swimming pool area would consist primarily of people talking. This would result in noise levels of approximately 60-65 dBA at three feet.[124] Typical noise levels for pool use and recreational swimming, including children playing, range from approximately 64.8 $_{leq}$ dBA at a distance of 50 feet from the source.[125] The pool area is located approximately 25 feet from the façade of the closest residential receptor to the west of the Project Site and separated from the existing residential use by an approximately five-foot-tall

122 Gordon Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.

123 California Department of Transportation, Technical Noise Supplement, October 1998

124 California Department of Transportation, Technical Noise Supplement, October 1998

125 Reference noise data for pool sources is provided in Appendix I of this Initial Study. Reference data collected by PES at Sierra Hills Swim and Racquet Club.

block wall, which would reduce noise levels by approximately 5 dBA. At this distance, factoring the noise attenuation from the block wall, the noise level from the pool area would be approximately 65.8 dBA noise and the noise level from conversation would be approximately 41.6 dBA which would be similar to ambient noise levels at the closest receptor locations (i.e., 64.6 dBA measured at the residential uses located on Vose Street, west of the Project Site) and the noise level associated with the pool area represents an increase of approximately 1.2 dBA over ambient and would not exceed the 5 dBA over ambient operational noise threshold. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

Mechanical Equipment

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new building. The operation of mechanical equipment typical for developments like the Project, such as air conditioners, fans, generators, and related equipment, may generate audible noise levels. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses by building and parapet walls to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, to comply with noise limitation requirements provided in Section 112.02 of the LAMC, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than five decibels. The Project would comply with the requirement to install mechanical equipment that would generate noise levels below this threshold, consistent with applicable regulatory requirements. As such, the HVAC equipment associated with the Project would not represent a significant source of noise in the Project Site vicinity and would not exceed the ambient noise levels in the area.

As stated above, the operation of the HVAC and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant With Mitigation Incorporated. A significant impact may occur if a project were to generate excessive vibration during construction or operation.

Per the FTA Transit Noise Impact and Vibration Assessment, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be

continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The Peak Particle Velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings, but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration Standards

The City's General Plan and Municipal Code do not identify specific vibration level standards. Therefore, applicable vibration standards identified by the Caltrans Transportation and Construction Vibration Guidance Manual were used in the analysis. The vibration damage criteria adopted by the FTA are shown in Table 4.19, *Construction Vibration Damage Criteria*.

Table 4.19
Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.50
II. Engineered concrete and masonry (no plaster)	0.30
III. Non-engineered timber and masonry buildings	0.20
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.	

The FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories:

(1) Vibration Category 1 – High Sensitivity,

(2) Vibration Category 2 – Residential, and

(3) Vibration Category 3 – Institutional.

The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. The vibration criteria associated with human annoyance for these three land-use categories are shown in Table 4.20, *Groundborne Vibration Criteria for General Assessment*. No thresholds have been adopted or recommended for commercial or office uses.

Significance Criteria

Vibration impacts shall be considered significant if any of the following occur as a direct result of the Project.

- If short-term Project generated construction vibration levels exceed the FTA building damage vibration criteria listed in Table 4.19 or the FTA human annoyance standards for frequent events listed in Table 4.20.

Table 4.20
Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events	Occasional Events	Infrequent Events
Category 1	65 VdB	65 VdB	65 VdB
Category 2	72 VdB	75 VdB	80 VdB
Category 3	75 VdB	78 VdB	83 VdB
Per FTA Transit Noise and Vibration Impact Assessment, September 2018, page 8-1, infrequent events are fewer than 30 vibration events of the same kind per day. Occasional events are between 30 and 70 vibration events of the same source per day. Frequent events are more than 70 vibration events of the same source per day. *Source: FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018.*			

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The Project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment**: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.

- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Table 4.21, *Construction Equipment Vibration Source Levels* identifies various PPV levels for the types of construction equipment that would operate during the construction of the Project. For example, as shown in Table 4.21, a vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 PPV. It should also be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

Table 4.21
Construction Equipment Vibration Source Levels

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (L_V) at 25 feet
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile driver (sonic)	0.734 upper range 0.170 typical	105 93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil 0.017 in rock	66 75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, Table 7-4. September 2018.

Annoyance to Persons

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential.

The nearest off-site buildings are residential uses located adjacent to the Project Site to the west and south, the commercial auto repair use located to the south, the fire station to the north and the commercial uses to the west. Per the FTA Transportation and Construction Vibration Guidance Manual (May 2018), land uses sensitive to vibration include: buildings where people normally sleep, such as dwelling units, hotels, and hospitals; research and manufacturing facilities that are vibration-sensitive such as hospitals with vibration-sensitive equipment and universities conducting physical research operations; and institutions and offices that have vibration-sensitive equipment and have the potential for activity interference such as schools, churches, and doctors' offices. Further, the FTA states that commercial or industrial locations including office buildings are not included in this category, unless there is vibration-sensitive activity or equipment within the building. Therefore, annoyance-based vibration impacts to the existing commercial auto repair use, located adjacent to the southern boundary, and the commercial uses, to the west of the Project Site, would be considered less than significant.

As shown in Table 4.21, vibration from frequent events can be annoying to Category 2 uses (and any buildings where people sleep) at a level 72 VdB. Per the CalEEMod modeling (provided in Appendix A of this Initial Study), a large bulldozer and caisson drill would be the most vibratory pieces of equipment expected to be used at the Project Site. Vibration worksheets are provided in Appendix I of this Initial Study.

The nearest sensitive receptors to the Project Site boundary include: the single-family residential uses located directly adjacent to the western boundary of the Site, along Vose Street, the single-family and multi-family residential uses located north of Hart Street, adjacent to the southern boundary of the Project Site, and the multi-family residential use located approximately 305 feet southeast of the Project Boundary, on the southeast corner of Hart Street and Laurel Canyon Boulevard. The building housing Los Angeles Fire Department Station 89 is located approximately 55 feet north of the Project Site; however, the part of the fire station that would house the personnel is located approximately 115 feet north of the Project Site. Other vibration sensitive land uses are located further from the Project Site and would experience lower impacts.

At a distance of 3 feet, use of a large bulldozer or caisson drill would be expected to generate 114.62 VdB,[126] at a distance of 305 feet, the use of a bulldozer or caisson drill would be expected to generate 71.85 VdB, and at a distance of 115 feet, the use of a bulldozer or caisson drill would be expected to generate 67.12 VdB .[127] As detailed in Table 4.21 above, the level at which human annoyance could occur from infrequent events would be approximately 72 VdB for residential uses and 75 VdB for institutional uses, such as the fire station. As the use of a large bulldozer or caisson drill at 3 feet from the residential use would exceed 72 VdB for

[126] Based on the 2018 FTA Transit Noise and Vibration Impact Assessment Manual vibration equation 7-3: Lv.distance = Lvref – 30 log (D/25), where Lv.distance is the vibration level adjusted for distance, VdB; Lvref is the source reference vibration level at 25 feet, VdB; and D = distance from the equipment to the receiver. Page 185.

[127] Based on the 2018 FTA Transit Noise and Vibration Impact Assessment Manual vibration equation 7-3: Lv.distance = Lvref – 30 log (D/25), where Lv.distance is the vibration level adjusted for distance, VdB; Lvref is the source reference vibration level at 25 feet, VdB; and D = distance from the equipment to the receiver. Page 185.

Category 2 land uses, mitigation to the adjacent sensitive land uses is required. However, at 67.12 VdB, the vibration level at the portion of the fire station that houses the personnel would not exceed 75 VdB VdB for Category 3 land uses.

At a distance of 80 feet, use of a large bulldozer or caisson drill would generate a VdB of 71.9. Therefore, with incorporation of mitigation measure **MM NOI-2** below, which restricts use of a large bulldozer or caisson drill within 80 feet of the façade of the residential use located adjacent to the western and southern boundaries of the Site, annoyance-based vibration levels would no longer exceed vibration annoyance thresholds. **Therefore, with incorporation of MM NOI-2 into the Project, annoyance-based vibration impacts to the closest sensitive uses located west and south of the Site, would be reduced to a level of less than significant.**

The following mitigation measure is incorporated into the Project to reduce the annoyance to sensitive receptors from construction-related vibration levels to a level of less than significant.

Mitigation Measure

MM NOI-2: The construction contractor shall not use large bulldozer or caisson drill within 80 feet of the façade of the residential uses located adjacent to the western and southern boundaries of the Project Site.

Architectural Damage

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile.

Table 4.10, above, identifies a PPV level of 0.2 as the threshold at which there is a risk to non-engineered timber and masonry buildings. The building façades of the closest residential use located adjacent to the western and southern boundaries of the Project are located approximately 3 feet from the Project boundaries. At a distance of 3 feet, a large bulldozer or caisson drill would generate 2.141 in/sec PPV (please see vibration calculations available in Appendix I of this Initial Study for details). Therefore, vibration damage to the closest buildings could potentially occur during construction of the Project.

As shown in Table 4.21, above, the FTA's vibration criteria for potential structural damage to FTA Building Category III – Non-engineered timber and masonry buildings is 0.2 in/sec PPV.[128] At a distance of 15 feet from building facades, the vibration level from a large bulldozer or caisson drill is 0.191 in/sec PPV (please see vibration calculations available in Appendix I of this Initial Study for details). Therefore, to avoid the potential for any structural damage to the closest buildings, a bulldozer or caisson drill must not be operated within 15 feet of the facades of those adjacent residential buildings. **With the incorporation of project design feature PDF-NOI-1** and **mitigation measure MM NOI-3 into the Project, impacts from groundborne vibration would be reduced to a level of less than significant.**

128 FTA, Transit Noise and Vibration Impact Assessment. 2018.

The following project design feature and mitigation measure are incorporated into the Project to reduce construction-related vibration levels to a level of less than significant.

Project Design Feature

PDF NOI-1 The construction contractor shall not use pile drivers on the Project Site.

Mitigation Measure

MM NOI-3: The construction contractor shall not use large excavators, bulldozers, or caisson drills within 15 feet of the façades of residential buildings located adjacent to the west and south of the Project boundary.

MM NOI-2 requires that any heavy machinery (e.g., excavators, bulldozers, caisson drills) is to be operated at least 80 feet from the façade of the residential uses located adjacent to the western and southern boundaries of the Project Site. Construction activity that must occur within this distance to the closest residential façades would need to be performed with smaller equipment types that do not exceed the vibration thresholds applied herein. As discussed above and shown in Appendix I of this Initial Study, the estimated maximum vibration levels for the construction of the proposed Project with the use of required setback distance mitigation measures (**MM NOI-2**) would be less than significant. Furthermore, the compliance with the setback distance detailed in **MM NOI-2** will also reduce the potential for architectural damage to adjacent structures from construction-related vibration, as the buffer distances required to reduce annoyance-related vibration impacts are greater than the buffer distance needed to reduce architectural-related vibration impacts.

With incorporation of project design feature PDF NOI-1, and mitigation measures MM NOI-2 and MM NOI-3, annoyance-based vibration impacts to sensitive receptors closest to the site and vibration impacts to buildings adjacent to the Project Site will be less than significant.

Operational Vibration

The Project proposes the construction of a new mixed-use building containing 243 residential dwelling units and approximately 5,126 square feet of ground-floor commercial uses. The Project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. **As such, vibration impacts associated with operation of the Project would be less than significant and no mitigation measures would be required.**

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

No Impact. A significant impact would occur if the project were located in the vicinity of a private airstrip or an airport land use plan and would expose people residing or working in the project area to excessive noise levels. The Project Site is located approximately 3.3 miles west of the Bob Hope Airport (2627 N. Hollywood Way) and 5.8 miles east of the Van Nuys Airport (16461 Sherman Way). However, the Project Site is not located within the Planning Boundary/Influence Area of the Bob Hope Airport or the Van Nuys Airport including within the Runway Protection Zone or Airport Land Use Plan Noise Contour, which establishes the area susceptible to noise levels that would exceed the annoyance threshold for noise (defined as >65 CNEL for commercial airports such as the Bob Hope Airport).[129] Moreover, the Project Site is not located within an existing or projected noise contour associated with any private or public airport.[130] **Therefore, no impacts would occur and no mitigation measures would be required**.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Induce substantial unplanned 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)?

Less Than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude.

129 Los Angeles County, Airport Land Use Commission, Burbank/Glendale/Pasadena Airport, Airport Influence Area Map, May 13, 2003, and Van Nuys Airport, Airport Influence Area Map, May 13, 2003.

130 Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, Airport Influence Area figures, adopted December 19, 1991, revised December 4, 2004.

Construction

The Project would involve the demolition of a 36,160 square foot one-story commercial building and surface parking area, and the construction of an approximately 257,751 square feet mixed-use building containing approximately 243 new residential dwelling units, including 13 dwelling units set aside as Extremely-Low Income units and 27 dwelling units set aside as Very-Low Income units, with 5,126 square feet of ground floor commercial space. Construction would result in increased employment opportunities in the construction industry. However, it is not likely that construction workers would relocate their households as a result of their employment associated with construction of the Project. The construction industry differs from other employment sectors in that many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills, and they remain at a job site for only the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Furthermore, it is likely that the construction workers employed for the construction of the Project would be taken from the labor pool currently residing in the City. Therefore, construction workers on the Project would not represent unplanned population growth, either directly or indirectly. **Therefore, construction impacts would be less than significant and no mitigation measures are required**.

Operation

Employment

As shown in Table 4.22, *Project Estimated Employee Generation*, the Project would generate a decrease of approximately 51 employees on the Project Site.

Table 4.22
Project Estimated Employee Generation

Land Use	Size	Generation Rate	Employees
Existing Use			
Office	36,160 sf	0.002 employees/sf[a]	72
		Existing Total	***72***
Project			
Residential	243 units	N/A	N/A
Commercial	5,126 sf	0.004 employees/sf[b]	21
		Project Total	***21***
		Net Project Total	**(51)**

Notes: sf = square feet
a: City of Los Angeles VMT Calculator Documentation, Version 1.3, LADOT, Los Angeles Department of Transportation and Los Angeles Department of City Planning, Table 1, Land Use and Trip Generation Base Assumptions, General Retail, May 2020.
b: City of Los Angeles VMT Calculator Documentation, Version 1.3, LADOT, Los Angeles Department of Transportation and Los Angeles Department of City Planning, Table 1, Land Use and Trip Generation Base Assumptions, Assumed worst-case scenario, Quality Restaurant, May 2020
Source: EcoTierra Consulting Inc. 2022.

As shown in Table 4.23, *Population, Housing, and Employment Forecasts for the City of Los Angeles Subregion*, SCAG estimates that there will be 4,280,348 residents, 1,543,280 total

housing units, and 1,967,304 jobs in the City in 2028 at Project buildout. Moreover, SCAG's RTP/SCS estimates the population of the City will increase to 4,771,300 residents by 2045. Housing in the City is estimated by SCAG to increase to 1,793,000 housing units by 2045. Employment in the City is estimated by SCAG to increase to 2,135,900 jobs by 2045.

Table 4.23
Population, Housing, and Employment Forecasts
for the City of Los Angeles Subregion

Area	Population	Households	Employment
City of Los Angeles			
SCAG Forecasts			
2016	3,933,800	1,367,000	1,848,300
2028	4,280,348	1,543,280	1,967,304
2045	4,771,300	1,793,000	2,135,900
Percent Change (%)			
2016 to 2028	+8.8	+12.9	+6.4
2028 to 2045	+11.5	+16.2	+8.6
Source: *Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies, Demographics and Growth Forecast, Table 14, February 2022.*			

With respect to employment, the Project would result in a decrease of 51 jobs to the area. Estimates extrapolated from SCAG data projects the Citywide job supply to increase by 119,004 jobs between 2016 and 2028, and by 168,596 jobs between 2028 and 2045. This decrease in jobs would not affect SCAG projections for employment and would therefore not represent unplanned growth within the City of Los Angeles.

Population

The Project, as discussed previously, would include up to 243 multi-family residential units, which could generate approximately 547 residents (243 x 2.25).[131] According to SCAG data, the City of Los Angeles subregion had a total population of 3,933,800 persons in 2016. Extrapolations of SCAG projections estimate that the subregional population is expected to increase by 346,548 between 2016 and 2028, and by 490,952 persons between 2025 and 2045. The addition of these new residents would be within the SCAG growth projection, representing approximately 0.16 percent of the Citywide total growth for the period of 2016 to 2028, and approximately 0.11 percent of the Citywide total growth for the period of 2028 to 2045. This increase would not be considered a substantial increase for the area and is within the anticipated SCAG forecast for population.

Housing

With respect to housing, the Project would introduce up to 243 multi-family residential units to the area. Estimates extrapolated/taken from SCAG data projects the Citywide housing supply to increase by 176,280 units between 2016 and 2028, and by 249,720 units between 2028 and 2045. The 243 housing units proposed would be within the growth anticipated based on SCAG

131 City of Los Angeles, Department of Transportation and Department of City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020, Table 1: Land Use and Trip Generation Base Assumptions.

projections, representing approximately 0. percent of the citywide total housing growth for the period of 2016 to 2028, and approximately 0.10 percent of the Citywide total growth for the period of 2028 to 2045. This increase would not be considered a substantial increase in housing for the area as the addition of 243 new multi-family residential units is within the anticipated housing increases based on SCAG projections for housing.

Infrastructure

The Project would include development of utilities infrastructure such as water lines, sewer laterals, electric power and natural gas lines, and telecommunication cables; however, all utilities installations would occur on-site and would serve the Project. Furthermore, the Project Site is currently served by utilities and roadways and is located in a developed, urbanized area of the City. The mixed-use proposed by the Project would be consistent with the existing land uses in the immediate surrounding area and would be compatible with allowed uses in the City's General Plan and the North Hollywood – Valley Village Community Plan. The Project would not require and does not propose increases or expansions of off-site utilities or extension of public roadways into undeveloped areas. Minor local upgrades and connections to off-site utilities may be required; however, all such upgrades and connections would serve to increase capacity for the Project and existing local land uses, and would not significantly increase the potential for expansive development in the local vicinity or regional area.

Summary

Based on the above, the Project would not induce substantial unplanned population growth during construction or operation. **Therefore, operational impacts would be less than significant and no mitigation measures would be required**.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in displacement of existing people or housing units, necessitating construction of replacement housing elsewhere. The Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking. Thus, the Project would not displace existing people or housing, as no residences currently exist on the Project Site. **Therefore, no impacts would occur and no mitigation measures would be required**.

XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

a. Fire protection?

Less Than 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 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 57.507.3.3, the maximum response distance between high-density residential land uses (which is likely the most appropriate land use category for the Project) and a LAFD fire station that houses an engine company is 1.5 miles, and 2.0 miles from a station that houses a truck company. If this distance is exceeded, all structures located in the applicable residential area would be required to install automatic fire sprinkler systems.

Construction

Construction on the Project Site would increase the potential for accidental fires from sources such as mechanical equipment and flammable construction materials. Given the nature of construction activities and the work requirements of construction personnel, OSHA has developed safety and health provisions for implementation during construction, which are set forth in Title 29 Code of Federal Regulations, Part No. 1926. In accordance with these regulations, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities, such as those set forth in the Safety and Health Regulations for Construction

established by OSHA.[132] Additionally, in accordance with the provisions established by OSHA, fire suppression equipment (e.g., fire extinguishers) specific to construction would be required on-site.[133] The transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities. The Project would be required to implement standard best management practices (BMPs) set forth by the City and the RWQCB, which would ensure that waste generated during the construction process is disposed of properly. Compliance with these regulatory requirements would effectively reduce the potential for Project construction activities to create a substantially increased demand for LAFD services by exposing people to the risk of fire or explosion related to hazardous materials and non-hazardous combustible materials.

Project construction could also potentially increase the demand on LAFD services in the vicinity of the Project Site on the surrounding roadways. Specifically, while most construction activities are expected to be primarily contained within the boundaries of the Project Site, construction activities associated with the installation of new driveways and sidewalks, as well as improvements to curbs, gutters, etc., would encroach into the public rights-of-way (e.g., sidewalks and roadways) adjacent to the Project Site. As such, segments of the existing sidewalks surrounding the Project Site would be temporarily closed during construction. However, travel lanes would be maintained in each direction on N. Laurel Canyon Boulevard throughout the construction period, and emergency access would be maintained. In addition, the Project would prepare a Construction Management Plan (see **PDF-TR-1** in Checklist Question XVII. Transportation of this Initial Study) that would address traffic and access control during construction. As detailed in **PDF-TR-1**, emergency access would be maintained to ensure that adequate and safe access would remain available within and near the Project Site during all construction activities. **PDF-TR-1** includes safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate.

With the incorporation of **PDF-TR-1** into the Project, Project construction would not create increased demand on LAFD services on roadways surrounding the Project Site.

Construction activities would also generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Accordingly, although construction activities would be short-term with varied intensities requiring varied levels of traffic, Project construction activities could temporarily impact emergency access. However, with implementation of **PDF-TR-1**, the majority of construction-related traffic, including hauling activities and construction worker trips, would occur outside the typical weekday commuter AM and PM peak periods, thereby reducing the potential for traffic-related conflicts. The Project would also employ temporary traffic controls, such as flag persons, to control traffic movement during temporary traffic flow disruptions. Traffic

132 United States Department of Labor, Occupational Safety & Health Administration, Title 29 Code of Federal Regulations, Part No. 1926, Part Title: Safety and Health Regulations for Construction, Subpart F, Subpart Title: Fire Protection and Prevention.

133 United States Department of Labor, Occupational Safety & Health Administration, Title 29 Code of Federal Regulations, Part No. 1926, Part Title: Safety and Health Regulations for Construction, Subpart F, Subpart Title: Fire Protection and Prevention.

management personnel are trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g., detour signage, delineators, dedicated turn lanes for construction trucks, re-routing of construction trucks to reduce travel on congested streets, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way. Additionally, haul truck staging would be prohibited on N. Laurel Canyon Boulevard, unless specifically approved as a condition of an approved haul route. Furthermore, pursuant to CVC Section 21806, the drivers of emergency vehicles are able to avoid traffic by using sirens to clear a path of travel or by driving in the lanes of opposing traffic. With the incorporation of **PDF-TR-1** into the Project, Project construction equipment, haul trucks and worker vehicles would not create increased demand on LAFD services.

Moreover, construction impacts are temporary in nature and do not cause lasting effects that would create increased demand on LAFD fire protection services. Accordingly, Project construction would not adversely affect firefighting and emergency services to the extent that new, expanded, consolidated, or relocated fire facilities would be needed in order to maintain response distances, emergency access, or other performance objectives of the LAFD.

Given the short-term nature of construction, the controlled nature of the construction activities, and the fire stations that are readily available to serve the Project Site, Project construction would not require the provision of or need for new or altered fire protection facilities, in order to maintain acceptable fire services.

Operation

LAFD does not determine the adequacy of fire protection based on response times or number of EMS or fire-related incidents. The following analysis evaluates the major criteria for determining the impacts of the Project to fire protection services, including proposed land uses and project components, and compliance with standards set forth in the Los Angeles Building Code and Fire Code, particularly as they pertain to response distance for engine and truck companies, fire hydrant standards and fire flow, emergency access/evacuation, and any other site- or project-specific requirements pursuant to the LAMC.

Land Uses and Project Components

The Project would result in an increase in the intensity of land uses at the Project Site, which could potentially increase the demand for LAFD fire protection and emergency medical services.

The proposed uses would be expected to generate a range of fire service calls similar to other residential and commercial uses that would potentially include electrical fires, grease fires, etc. However, the Project would not include any unique or especially hazardous components, such as heavy industrial uses or generate large quantities of hazardous and/or flammable materials. Furthermore, as detailed in the Checklist Question IX. Hazards and Hazardous Materials, Project operation would not produce significant amounts of hazardous waste and would not use or transport hazardous waste beyond those materials typically used in an urban development.

Compliance with Building Code and Fire Code

The Project would be required to comply with, and implement, all applicable Los Angeles Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage, and management of hazardous materials, alarm and communications systems, etc., as well as any project- and/or site-specific conditions that may be set forth by the LAFD as part of their fire/life safety plan review and fire/life safety inspection pursuant to LAMC Section 57.111. Compliance with applicable Building Code and Fire Code requirements and LAFD conditions would be confirmed prior to the issuance of a building permit. Such regulatory requirements and conditions are intended to ensure that adequate fire prevention features that reduce the demand on LAFD facilities and equipment are provided. Therefore, through the incorporation of such features into the Project, the Project would minimize the potential for incidents requiring emergency response by the LAFD and thereby reduce the need for a new fire station or the expansion, consolidation, or relocation of an existing fire station.

In addition, in accordance with Objectives 9.16 and 9.18 set forth in the Framework Element, Policy 2.1.6 set forth in the Safety Element, and Objective 5 set forth in the North Hollywood-Valley Village Community Plan, the City and the LAFD continue to monitor the overall demand for existing and projected fire protection and emergency response services and coordinate the development of new fire facilities to be phased with growth. As discussed in Checklist Question XIV. Population and Housing, of this Initial Study, the Project would not induce substantial unplanned population growth. Furthermore, if new, expanded, or relocated fire protection facilities are needed in the future, the construction, expansion, or relocation of such facilities would be required to undergo environmental review pursuant to CEQA separate from this environmental review of the Project, and any associated physical impacts of such facilities would be addressed at that time as necessary.

Response Distance and Time

As shown in Table 4.24, *Fire Stations Serving the Project Site,* the primary station serving the Project Site is Fire Station No. 89 located at 7063 N. Laurel Canyon Boulevard, directly north of the Project Site. Fire Station No. 89 includes an engine, paramedic rescue ambulance, rescue ambulance, medical supply unit, casualty unit, and an Urban Search and Rescue program, and as such, is within the maximum response distance of a station with an engine company. The secondary stations that could respond to the Project Site are Station Nos. 60, 77, and 102. Fire Station No. 89's engine company is located adjacent to the Project Site and Fire Station No. 60's truck company is located approximately 2.5-mile southeast. Although the Project would be within the response distance criteria established by the LAMC, the Project would also be fully sprinklered. The sprinklers would be automatic and would be designed and installed pursuant to National Fire Protection Association (NFPA) standards.

Table 4.24
Fire Stations Serving the Project Site

Fire Station and Address	Distance to Project Site (miles)	Equipment & Services
Fire Station No. 89 7063 N. Laurel Canyon Boulevard	adjacent	Engine, Paramedic rescue ambulance, rescue ambulance, medical supply unit, casualty unit, and an Urban Search and Rescue program
Fire Station No. 60 5320 Tujunga Avenue	2.5 SE	Engine, Truck, paramedic rescue ambulance, Engine, rescue ambulance, foam tender
Fire Station No. 102 13200 Burbank Boulevard	3.2 SW	Engine and Paramedic rescue ambulance
Fire Station No. 77 9224 Sunland Boulevard	3.7 NE	Engine, paramedic rescue ambulance, rescue ambulance

Notes: SE = southeast; SW = southwest; NE = northeast.

Sources: Los Angeles Fire Department, Find Your Station Website, https://www.lafd.org/fire-stations/station-results. Accessed November 2022; and California Fire and EMS, website: http://www.cafirefighters.com/lafd.htm. Accessed November 2022.

Response time relates directly to the physical linear travel distance (i.e., the number of roadway-miles between a fire station and a specific location) and the LAFD's ability to successfully navigate the given roadway network. Response times are measured from the time the dispatcher receives a call for service to the time the LAFD arrives at the site. Therefore, roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along a response route can affect response time. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher rates of speed and permit other traffic to maneuver out of a path of an emergency vehicle. Additionally, the LAFD, in collaboration with LADOT, has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling along designated City streets to aid in emergency response.[134] The City of Los Angeles has over 205 miles of major arterial routes that are equipped with FPS.[135]

The LAFD created FireStatLA in 2014 to track and evaluate response time data in order to improve response times Citywide. Table 4.25, *Average EMS, Fire, and Non-EMS Response Times*, presents the average response times for the primary and secondary fire stations serving the Project Site based on FireStatLA response metrics from January through October 2022. As shown in Table 4.25, the response times for the fire stations identified as serving the Project Site are generally similar to the Citywide averages.

134 Los Angeles Department of Transportation, Los Angeles Signal Synchronization Fact Sheet.

135 Los Angeles Fire Department, Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133, October 2008.

Table 4.25
Average EMS, Fire, and Non-EMS Response Times

Fire Station	Average Response Time to EMS Incident (minutes:seconds)	Average Response Time to Structure Fire Incident (minutes:seconds)	Average Response Time to Non-EMS Incident (minutes:seconds)
Fire Station No. 89	5:21	6:12	5:00
Fire Station No. 60	4:41	5:09	4:34
Fire Station No. 77	6:05	6:35	6:03
Fire Station No. 102	4:49	5:17	4:53
Citywide	5:04	5:25	4:58

Source: Los Angeles Fire Department, FireStatLA website: https://lafd.org/fsla/stations-map, January through October 2022. Accessed: November 2022.

It should be noted that the LAFD has not established response times standards for emergency response, nor has it adopted the NFPA standard of 5 minutes for EMS response and 5 minutes, 20 seconds for fire suppression response.[136] According to the LAFD, although response time is considered to assess the adequacy of fire protection services, it is only one factor among several that LAFD utilizes in considering its ability to respond to fires and life and health safety emergencies including required fire flow, response distance from existing fire stations, and the LAFD's judgment for needs in an area. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board Trustee of California State University* (2015) ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services.

Fire Flow

Domestic and fire water service to the Project Site would continue to be supplied by LADWP. Fire flow to the Project Site would be required to meet City fire flow requirements as set forth in LAMC Section 57.507.3.1, which establishes fire flow standards by development type. As identified in the LAMC, high density residential land uses such as those proposed by the Project are required to achieve a fire flow rate of 4,000 gpm from four hydrants flowing simultaneously. Additionally, fire hydrants must be spaced to provide adequate coverage of the building exterior, as set forth in Section 57.507.3.2 of the LAMC, and must deliver a minimum pressure of 20 psi at full flow. The Project Site is approximately 97,265 square feet and there are three fire hydrants located on the streets surrounding the Project Site:

136 NFPA, NFPA 1710—Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition.

- One fire hydrant located in the southeastern corner of the Project Site;
- One fire hydrant located to the southeast of the Project Site across N. Laurel Canyon Boulevard, at the southeastern corner of . Laurel Canyon Boulevard and Vose Street;
- One fire hydrant located to the north of the Project Site in front of Fire Station No. 89.

The final fire flow required for the Project would be established by the LAFD during its review of the Project plot plan, prior to the issuance of a building permit by the City. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow and hydrant spacing would be confirmed by LAFD during the plan check review process. Approval of a plot plan identifying the minimum fire flow requirements, locations of hydrants, and upgrades to water main lines would ensure the requisite fire flow for the Project Site.

Installation of all water meters would be done by LADWP and would include new hot taps, laterals, and detector checks for the meter. Fire service water would be piped into the building from the meter. Backflow preventers, fire water tanks and fire pumps would be documented on the plumbing drawings, prepared at the time the building design is submitted to the City and LAFD for review. Review of project plans is intended to ensure compliance with fire hydrant standards and fire flow requirements and would ensure that the LAFD would have adequate resources for fire protection services at the Project Site.

Emergency Access and Evacuation

Emergency vehicle access to the Project Site would be provided from N. Laurel Canyon Boulevard. Specifically, the Project would include a two-way street which ingresses into a two-level subterranean parking garage underneath the 6-story portion of the building. The Project's driveways and internal circulation have been designed in accordance and consultation with the LAFD to meet all applicable Los Angeles Building Code and Fire Code requirements. Compliance with such requirements would be confirmed as part of the LAFD's fire/life safety plan review and fire/life safety inspection pursuant to LAMC Section 57.118, prior to the issuance of any building permit. In addition, the Project would not include the installation of any barriers that could impede emergency vehicle access and does not require or propose the permanent re-routing or closure of any public roadway. As such, emergency access to the Project Site and the surrounding area would be maintained and the Project would not interfere with emergency evacuation of the vicinity. Furthermore, upon completion of the Project and pursuant to LAMC Section 57.106.5.2, the LAFD would be provided with a diagram of each portion of the property, and this diagram would include access routes and any additional information that may facilitate LAFD response to the Project Site. As such, emergency access to the Site and surrounding vicinity would be maintained at all times.

Based on the above, the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service levels and the Project would not interfere with or otherwise inhibit LAFD emergency access or evacuation of the Project Site or surroundings. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

b. Police protection?

Less Than Significant Impact. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective.

The Project Site is located in the LAPD's Valley Bureau. The Valley Bureau covers approximately 226-square-mile area with roughly 1.8 million people. The Valley Bureau oversees operations in the Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley communities.[137]

The Project Site is currently served by the North Hollywood Community Police Station (North Hollywood Station), located at 11640 Burbank Boulevard, approximately 3.2 roadway miles south of the Project Site, within Reporting District (RD) 1503.[138] The geographic area of the North Hollywood Community Police Station covers approximately 25 square miles and consists of 58 Reporting Districts. The service boundaries for the North Hollywood Station are: Collins Street to the north, the Hollywood Interstate 170 Freeway to the south, the Beck Avenue, Camellia Avenue, Farmdale Avenue and Tujunga Avenue to the east, and Troost Avenue, Colfax Avenue and the Hollywood Freeway, Hollywood Interstate 170 Freeway 170, to the west. The community has a population of approximately 220,000 people.[139]

The North Hollywood Police station currently has 300 sworn personnel and 31 civilian support staff assigned with an officer-to-population ratio of one officer per approximately 517 residents.[140] Based on LAPD's estimated total North Hollywood Station population of 220,000, the LAPD North Hollywood Community Police Station currently has an officer-to-resident ratio of 1.36 officers for every 1,000 residents (300 officers/220,000 residents = 0.00136 x 1,000 = 1.36). Additionally, there are special service teams available within the LAPD to service the North Hollywood Area.[141] No official standard has been set by the City with respect to officer to population ratio.

North Hollywood Station's emergency response system is directly linked to the Los Angeles Police Department Communications Division's Dispatch Centers. Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which calls for service are received. This includes 911 emergency calls (police, fire, and paramedic).

137 Los Angeles Police Department, Valley Bureau, About Valley Bureau: https://www.lapdonline.org/lapd-contact/valley-bureau/. Accessed November 2022.

138 Written Correspondence from Officer Jeff Nelson, Public Engagement Section, Los Angeles Police Department, dated May 16, 2023, Appendix J of this Initial Study.

139 Written Correspondence from Officer Jeff Nelson, Public Engagement Section, Los Angeles Police Department, dated May 16, 2023, Appendix J of this Initial Study.

140 Written Correspondence from Officer Jeff Nelson, Public Engagement Section, Los Angeles Police Department, dated May 16, 2023, Appendix J of this Initial Study.

141 Written Correspondence from Officer Jeff Nelson, Public Engagement Section, Los Angeles Police Department, dated May 16, 2023, Appendix J of this Initial Study.

Communication Division handles only police related calls for the City. The average response time to emergency calls for service in North Hollywood Area during 2022 was 4.7 minutes.[142]

Construction

Construction of the Project would not generate a permanent population on the Project Site that would substantially increase the police service population of the North Hollywood Station. In addition, pursuant to **PDF POL-1**, the Project would implement appropriate temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting and locked entry (e.g., padlock gates or guard restricted access) to limit access to the Site by the general public. Regular and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) would also be provided. With implementation of these security measures, the potential demand for police protection services at the Project Site during construction would be reduced and Project construction would not contribute to an increased demand for police protection services.

Project construction activities would also have the potential to affect LAPD response due to traffic associated with the movement of construction equipment, hauling of demolition and graded materials, and construction worker trips. Additionally, construction activities may involve temporary partial lane closures. Other potential effects of construction-related traffic could include increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site during construction. As such, construction activities could potentially affect emergency response for police protection services that may be responding to the Project Site or other uses in the vicinity of the Project Site. Additionally, while most construction activities would be contained within the boundaries of the Project Site, it is expected that the installation of new driveways and sidewalks, as well as improvements to curbs and gutters, and connections to utility infrastructure would encroach into the public rights-of-way (e.g., sidewalks and roadways) adjacent to the Project Site. As such, segments of the existing sidewalks fronting the Project Site would be temporarily closed during construction. Although long-term travel lane closures on adjacent roadways would not be anticipated during any phase of construction, short-term travel lane closures of one to three days may be required for improvements to the adjacent sidewalks and roadways (i.e., during the concrete pour days).

However, emergency access would be maintained to the Project Site and vicinity during construction through marked emergency access points approved by the LAPD, and a Construction Traffic Management Plan would be implemented during Project construction pursuant to Project Design Feature **PDF TR-1** (see Checklist Question XVII. Transportation, of this Initial Study) to ensure that adequate and safe access is available within and near the Project Site during construction activities. Pursuant to **PDF TR-1**, the Project would employ temporary traffic controls, such as flag persons, to control traffic movements during temporary traffic disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g. signs, flag persons, etc.)

142 Written Correspondence from Officer Jeff Nelson, Public Engagement Section, Los Angeles Police Department, dated May 16, 2023, Appendix J of this Initial Study.

would also be utilized, as necessary, to ensure that emergency access to the Project Site and other land uses in the vicinity is maintained on adjacent rights-of-way. In addition, the drivers of emergency vehicles have the ability to avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. Signs would also be posted advising pedestrians of temporary sidewalk closures and of alternative routes.

Moreover, the LAMC restricts construction activities to the hours of 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and holidays and prohibits all construction activities on Sundays. The hours of construction typically require workers to be on-site before the weekday A.M. commuter peak period and allow them to leave before or after the P.M. commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 P.M. or after 6:00 P.M.). Because a majority of construction traffic would occur during off-peak hours, and is temporary in nature, Project construction is not expected to cause a significant traffic impact at any of the analyzed intersections. Therefore, with the incorporation of **PDF-POL-1** and **PDF-TR-1**, the Project's construction would not contribute to an increased demand on police protection services.

Operation

LAPD considers the residential population within a given service area when evaluating service capacity. Operation of the Project could result in an on-site population of approximately 547 persons, thereby generating a potential increase in the number of service calls from the Project Site.[143] Following development of the Project the residential service population would increase to 220,547 residents resulting in an approximate officer-to-resident ratio of 1.36 officers per 1,000 residents (300 officers/220,547 residents = 0.00136 x 1,000 = 1.36). This represents no change in the officer-per-resident ratio of the service area. Furthermore, as detailed above in Project Design Features **PDF POL-2** and **PDF POL-3**, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project Site, which would reduce the demand for police protection services.

During Project operations, security would be provided via site planning and secured access points of entry, and security cameras. Security design measures for semi-public and private spaces include, but are not limited to, access control to the building, secured parking facilities with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

In addition, pursuant to **PDF POL-3**, prior to the issuance of a building permit, the Applicant would consult with the LAPD regarding the incorporation of additional feasible crime prevention features. These proposed security features of the Project would reduce any increase in demand for police protection services within the North Hollywood Station service area that could result from operation of the Project. Overall, the Project would not require any special police protection services and would not result in the need for new or altered police facilities.

[143] Refer to Checklist Question XIV. Population and Housing, of this Initial Study.

In addition, in accordance with Objectives 9.13 and 9.14 set forth in the Framework Element and Objective 5 set forth in the North Hollywood Community Plan, the City and the LAPD would continue to monitor the overall demand for existing and projected police protection services and coordinate the development of new police facilities to be phased with growth. As discussed in Checklist Question XIV. Population and Housing, of this Initial Study, the Project would not induce substantial unplanned population growth. Furthermore, if new, expanded, or relocated police protection facilities were needed in the future, the construction, expansion, or relocation of such facilities would be required to undergo environmental review pursuant to CEQA separate from the environmental review for this Project, and any associated physical impacts would be addressed at that time as necessary.

In addition, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police station facilities and related staffing, as deemed appropriate.

With regard to the potential for Project traffic to increase emergency vehicle response times within the North Hollywood Station service area due to increased congestion, police units are most often in a mobile state; therefore, it is unknown precisely which route the LAPD would use to access the Project Site and surrounding vicinity when responding to an emergency call. Pursuant to **PDF POL-4**, prior to the issuance of a certificate of occupancy following completion of Project construction, the Project Applicant would submit a diagram of the Project Site to the LAPD showing access routes and other information to facilitate police response to the Project Site. Moreover, pursuant to CVC Section 21806, the police have a variety of options to avoid traffic in the event of an emergency, such as using sirens to clear a path of travel for driving in the lanes of opposing traffic. Therefore, Project operation would not cause a substantial increase in emergency response times due to traffic congestion.

Based on the above, through the implementation of project design features related to ensuring a secure and safe Project Site during both construction and operation, as well as consultation with the LAPD for secure design, the Project would not significantly increase the demand for police protection services within the North Hollywood Station service area or Citywide. In addition, the Construction Traffic Management Plan and the submittal of a Site diagram to the LAPD upon completion of the Project would ensure that emergency response and access to the Project vicinity would be maintained and facilitated during both construction and operation, respectively. As such, neither Project construction nor Project operation would generate a demand for additional police protection services that would necessitate the provisions of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. Accordingly, the Project would not result in adverse physical impacts associated with the construction of new or altered police protection facilities. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

Project Design Features

PDF POL-1 During construction, the Project will implement appropriate temporary security measures including security fencing (e.g., chain-link fencing), low-level security

lighting and locked entry (e.g., padlock gates or guard restricted access) to limit access by the general public. Regular and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

PDF POL-2 During Project operations, security would be provided via site planning and secured access points of entry, and security cameras. Security design measures for semi-public and private spaces include, but are not limited to, access control to the building, secured parking facilities with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

PDF POL-3 Prior to the issuance of a building permit, the Project Applicant or its successor will consult with LAPD's Crime Prevention Unit regarding the incorporation of any additional crime prevention features appropriate for the design of the Project.

PDF POL-4 Upon completion of Project construction and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to LAPD's North Hollywood Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

c. Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving a project site.

The Project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs. The LAUSD jurisdiction encompasses an area of 720 square miles and serves approximately 600,000 students and operates over 1,000 schools.[144] The LAUSD is divided into six local districts and the Project Site is located within Local District Northeast.[145]

The following LAUSD schools currently serve the Project Site:

- **Bellingham Elementary School:** located 0.6 mile south at 6728 Bellingham Avenue (kindergarten-5th),
- **Roy Romer Middle School:** located 0.9 mile south at 6501 Laurel Canyon Boulevard (grades 6th-8th), and
- **Ulysses S. Grant Senior High School:**[146] located 2.6 miles southwest at 13000 Oxnard Street (grades 9th-12th).

144 Los Angeles Unified School District website: https://achieve.lausd.net/Page/82. Accessed: November 2022.
145 Los Angeles Unified School District, LAUSD Maps, website: https://achieve.lausd.net/domain/34. Accessed: November 2022.
146 Los Angeles Unified School District, Resident School Identifier, website: https://rsi.lausd.net/ResidentSchoolIdentifier/. Accessed: November 2022.

The Project proposes the construction of a new mixed-use building containing 243 residential dwelling units and approximately 5,126 square feet of ground-floor commercial uses. As shown in Table 4.26, *Project Estimated Student Generation*, the Project could potentially increase the local student population by approximately 78 net new students. These students would be expected to attend the LAUSD schools that serve the Project Site. However, students can also attend non-LAUSD schools.

Table 4.26
Project Estimated Student Generation

Land Use	Size	Student Generation Rates[a]			Total Students
		Elementary School	Middle School	High School	
Existing Use					
Commercial	72 emp[b]				12[c]
				Existing Total	***12***
Project					
Residential	243 du	47	13	26	86
Commercial	21 emp[b]				4[c]
				Project Total	***90***
				Net Project Total	**78**

Notes: du = dwelling units; emp = employees
[a] Based on the following generation rates: Grades TK-6: 0.1953 students per household; Grades 7-8: 0.0538 students per household; Grades 9-12: 0.1071 students per household. Source: Los Angeles Unified School District, Developer Fee Justification Study, March 2022.
[b] Refer to Question XIV. Population and Housing, of this Initial Study.
[c] Based on the following generation rate: 0.1724 students per employee. Source: Los Angeles Unified School District, Developer Fee Justification Study, March 2022.
Source (table): EcoTierra Consulting, 2022.

As shown in Table 4.27, *LAUSD School Capacity and Enrollment*, all schools are currently operating over capacity.

Table 4.27
LAUSD School Capacity and Enrollment

School Name	Capacity	2021-2022 Resident Enrollment	Under/ Over Capacity	Future Enrollment[a]	Under/ Over Capacity
Bellingham Elementary School (K-5 grades)	425	433	**(8)**	405	20
Roy Romer Middle School (6-8 grades)	1,056	952	104	617	439
Grant Senior High (9-12 grades)	2,374	1,961	413	1,559	815

a Projected 5-year total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year.
Source: Written correspondence with Vincent Maffe, Director, School Management Services and Demographics, LAUSD, February 16, 2023. Refer to Refer to Appendix J to this Initial Study.

Although it is very likely that some of the students generated by the Project would already be enrolled in LAUSD schools, for a conservative analysis, it is assumed that the 78 students generated by the Project would be new to the school district.

It should be noted that State-mandated open enrollment policy enables students anywhere in LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on the principal's knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Development fees are required to be paid pursuant to development conditions of approval. Pursuant to SB 50, the payment of these school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities. That is to say, SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering approval or the establishment of conditions for the approval of a development project (Government Code 65996[a] and [b]).

Pursuant to California Government Code Section 65995.5-7, the LAUSD has Level 1 Fees on commercial development at a rate of $4.79 per square foot of new residential construction and $0.78 per square foot of new commercial construction within the boundaries of the LAUSD.[147] Accordingly, project applicant(s) are required to pay school fees to LAUSD to offset the impact of additional student enrollment at schools serving the project area.

Pursuant to state law, payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the Project's indirect impacts on any schools. In addition, the Project does not include any residential use that would generate a demand for school facilities. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

147 2022 Developer Fee Justification Study, Los Angeles Unified School District, March 2022, website: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/2022%20Developer%20Fee%20Justification%20Study%20for%20Los%20Angeles%20Unified%20School%20District.pdf. Accessed November 2022. These rates are subject to change.

d. Parks?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on 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 Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The following LADRP facilities are classified as neighborhood parks and are located within a two-mile radius of the Project Site:

- Bellaire Avenue Park, located at 7960 North Bellaire Avenue
- Fulton Avenue Park, located at 6824 North Fulton Avenue
- Hartland Mini-Park, located at 6830 North Woodman Avenue
- Jaime Beth Slavin Park, located at 7965 North Whitsett Avenue
- Kittridge Mini Park, 6565 N. Greenbush Avenue
- Tujunga Greenbelt & Pedestrian Bridge, located at Coldwater Canyon between Oxnard Street and Chandler Boulevard
- Valley Glen Community Park, located at 6150 North Atoll Avenue

The following LADRP facilities are classified as community parks and are located within a five-mile radius of the Project Site:

- Andres and Maria Cardenas Recreation Center, located at 14740 West Blythe Street
- Branford Park, located at 13310 West Branford Street
- David M Gonzales Recreation Center, located at 10943 North Herrick Avenue
- Delano Park, located at 15100 West Erwin Street
- Fernangeles Recreation Center, located at 8851 North Laurel Canyon Boulevard
- North Hills Community Park, located at 8756 North Parthenia Place
- North Hollywood Park, located at 11430 West Chandler Boulevard
- Panorama City Recreation Center, located at 8600 North Hazeltine Avenue
- Sepulveda Recreation Center, located at 8825 North Kester Avenue
- Sheldon-Arleta Park, located near Sheldon, Arleta & Hollywood Freeway, 12455 Wicks Drive
- Stonehurst Recreation Center, located at 9901 North Dronfield Avenue
- Strathern Park, North, located at 8041 North Whitsett Avenue
- Strathern Park, West, located at 12541 West Saticoy Street
- Studio City Recreation Center, located at 12505 West Moorpark Street
- Sun Valley Park, located at 8133 North Vineland Avenue
- Tiara Street Site, located at 11480 West Tiara Street

- Valley Plaza Park, located at 12240 West Archwood Street
- Van Nuys – Sherman Oaks Park, located at 14201 West Huston Street
- Van Nuys Multipurpose Center, located at 6514 North Sylmar Avenue
- Van Nuys Recreation Center, located at 14301 West Vanowen Avenue
- Victory-Vineland Recreation Center, located at 11117 West Victory Boulevard
- Weddington Park, North, located at 10844 West Acama Street
- Weddington Park, South, located at 10600 West Valleyheart Drive

The following LADRP facilities are classified as regional parks and are located within a ten-mile radius of the Project Site:

- Aliso Canyon Park, located at 18041 West Rinaldi Street
- Andres Pico Adobe, located at 10940 North Sepulveda Boulevard
- Beverly Glen Park, located at 2448 North Angelo Drive
- Campo de Cahuenga, located at 3919 North Lankershim Boulevard
- Coldwater Canyon Park, located at 12601 North Mulholland Drive
- Corbin Canyon Park, located at 4720 North Corbin Avenue
- Deervale – Stone Canyon Park, located at 14890 West Valley Vista Boulevard
- Eddleston Park, located at 11820 North Reseda Boulevard
- Encino Park and Ride, located at 5174 North Hayvenhurst Avenue
- Griffith Park, located at 4730 North Crystal Springs Drive
- Haines Canyon Park, located at 7021 West Arama Avenue
- Hansen Dam Recreation Area, located at 12074 West Osborne Street
- Holmby Park, located at 601 South Club View Drive
- La Tuna Canyon Park, located at 6801 North La Tuna Canyon Road
- Lake View Terrace Recreation Center, located at 11075 West Foothill Boulevard
- Laurel Canyon Mulholland Park, located at 8100 West Mulholland Drive
- Little Landers Park, located at 10110 North Commerce Avenue
- Mandeville Canyon Park, located at 2660 North Westridge Road
- Oakridge Residence, located at 18700 West Devonshire Street
- O'Melveny Park, located at 17300 North Sesnon Boulevard
- Palisades Park (Porter Ranch), located at 12100 North Tampa Avenue
- Porter Ranch Park, located at 11000 North Tampa Avenue
- Runyon Canyon Park, located at 2000 North Fuller Avenue
- San Vicente Mountain Park, located at 17500 West Mulholland Drive
- Sepulveda Basin Recreation Area, located at 17017 West Burbank Boulevard
- Verdugo Mountain Park, located at 9999 South Edmore Place
- Villa Cabrini Park, located at 9401 West Cabrini Drive
- Wattles Garden Park, located at 1824 North Curson Avenue[148]

Operation of the Project could result in an on-site population of up to approximately 547 residents.[149] Overall, the facilities in this area with active recreational features are very heavily utilized and overburdened.[150] Based on the standard minimum parkland-to-population ratio provided in the City's General Plan Framework Element (i.e., 2 acres per 1,000 residents), the Project would generate a need for approximately 1.1 acres of public parkland (neighborhood

148 Written correspondence with Cathie Santo Domingo, Assistant General Manager, LADRP, November 29, 2022. Refer to Appendix J to this Initial Study.

149 Refer to Checklist Question XIV. Population and Housing, of this Initial Study.

150 Written correspondence with Cathie Santo Domingo, Assistant General Manager, LADRP, November 29, 2022. Refer to Appendix J to this Initial Study.

and community parks). Based on LADRP's long-range minimum parkland-to-population ratio provided in the Public Recreation Plan (i.e., 4 acres per 1,000 residents), the Project would generate a need for approximately 2.2 acre of public parkland. Specifically in the North Hollywood-Valley Village Community Plan Area, the Project's increase in on-site population would increase the demand on park and recreational facilities within an underserved area.

Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide recreational amenities and open space for Project residents. A total of 27,725 square feet of open space is planned for the Project. Courtyards and exterior open spaces would total 21,607 square feet. Private outdoor open space would be provided in 53 balconies totaling 2,650 square feet. Interior common open spaces areas are located on the ground floor providing a fitness center and two lounge spaces totaling 3,280 square feet. These recreational amenities would help relieve stress on the City's existing park system. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact would be reduced to a less than significant level through the required payment of Quimby fees and the Dwelling Unit Construction Tax to the City for the construction of apartment units. Quimby fees are assessed for the purpose of funding localized open space and recreational amenities. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). **Therefore, impacts would be less than significant and no mitigation measures would be required**.

e. Other public facilities?

Less Than Significant Impact. 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:

(a) The net population increase resulting from the project;

(b) 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 existing library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and

(c) Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library.

Other public facilities provided to the Project Site include library services. The Los Angeles Public Library System (LAPL) provides library services at the Central Library, eight regional branch libraries, 64 community branches, and 2 bookmobile units consisting of a total of five individual bookmobiles, as well as through Web-based resources. Table 4.27*, Libraries Serving the Project Site*, lists the libraries available to serve the Project.

Table 4.27
Libraries Serving the Project Site

	Valley Plaza Branch Library	Sun Valley Branch Library
Address	12311 Vanowen St.	7935 Vineland Ave.
Distance to Project Site	0.8 miles	2.9 mile
Facility Size	10,500 sf	12,500 sf
Collection Size and Circulation	48,614 volumes 2,601 circulation	56,512 volumes 2,007 circulation
Staffing Level	9 full-time 15 volunteers	8.5 full-time 13 volunteers
Source: Los Angeles Public Libraries, Aurial Granger, Management Analyst, February 23, 2023.		

The increase of on-site population of up to approximately 547 residents[151] could increase demand for library materials. However, the increase in residential population would not result in a demand for new or expanded library facilities. The demand for library materials could be accommodated by the over six million books, audiobooks, periodicals, DVDs, and CDs throughout the LAPL system. The LAPL also offers many other services, including but not limited to, visual collections, e-media, web resources, research guides, and government document locator.

On February 8, 2007, the Board of Library Commissioners approved a Branch Facilities Plan. This Plan includes Criteria for New Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for community with less than 45,000 population and 14,500 square feet for community with more than 45,000 populations and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area. While the updated Branch Facilities Plan provides general guidance on library facility improvements, no new development or renovation of library facilities is currently planned.

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes. Beginning in fiscal year 2014-2015 and thereafter, LAPL was to be responsible for payment of all of its direct and indirect costs.[152]

Library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development

151 Refer to Checklist Question XIV. Population and Housing, of this Initial Study.

152 Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L, website: http://clkrep.lacity.org/onlinedocs/2011/11-1100-S2_rpt_cao_11-16-10.pdf. Accessed: November 2022.

and be utilized for additional staff, books, computers, and other library materials. Therefore, impacts to library facilities would be less than significant.

In addition to libraries, roadway improvements and/or dedications may be required by the Bureau of Engineering as part of the Project approval process. Required compliance with the Bureau of Engineering's requirements for street dedications and improvements would ensure that impacts associated with roadways would remain less than significant. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

Less Than 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 under threshold question 14.d), above, the Project would increase demand for parks and recreational facilities in the Project area, and the North Hollywood-Valley Village Community Plan Area is currently not meeting the standard minimum parkland-to-population ratio provided in the City's General Plan Framework Element (i.e., 2 acres per 1,000 residents) or in LADRP's long-range minimum parkland-to-population ratio provided in the Public Recreation Plan (i.e., 4 acres per 1,000 residents). However, this impact would be reduced to a less than significant level through the required payment of Quimby fees and the Dwelling Unit Construction Tax to the City for the construction of apartment units. Quimby fees are assessed to raise funds for localized open space and recreational facilities. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities

Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). **Therefore, impacts would be less than significant and no mitigation measures would be required**.

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?

No Impact. For the purpose of this issue, 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. 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 factor:

- 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).

A total of 27,725 square feet of open space is planned for the Project. Courtyards and exterior open spaces would total 21,607 square feet. Private outdoor open space would be provided in 53 balconies totaling 2,650 square feet. Interior common open spaces areas are located on the ground floor providing a fitness center and two lounge spaces totaling 3,280 square feet. These recreational amenities would be internal to the Project and would help relieve stress on the City's existing park and recreational system. The Project does not include, nor would it necessitate, a park or public recreational facility component, the construction of which could have an adverse environmental impact. **Therefore, no impacts would occur and no mitigation measures would be required.**

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in inadequate emergency access?	☐	☐	☒	☐

The following transportation impact analysis summarizes and incorporates by reference the information provided by Linscott, Law, & Greenspan Engineers, including the LADOT Transportation Study Assessment Referral Form, which is available as Appendix B of this Initial Study.

In November 2018, the California Natural Resources Agency finalized the updates to the State CEQA Guidelines, which became effective on December 28, 2018 and were subsequently adopted by the City on February 28, 2019. Based on these changes, in August 2019, the City adopted the LADOT Transportation Assessment Guidelines (TAG)[153] which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. LADOT most recently updated the TAG in July 2020. The CEQA thresholds provide the methodology for analyzing the Appendix G transportation thresholds, including providing the City's adopted VMT thresholds. The non-CEQA thresholds provide a method to analyze projects for purposes of entitlement review and making necessary findings to ensure the project is consistent with adopted plans and policies including the Mobility Plan. Specifically, the TAG is intended to effectuate a review process that advances the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. The TAG have been developed to identify land use development and transportation projects that may impact the transportation system; to ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices; to define whether off-site improvements are needed; and to provide step-by-step guidance for assessing impacts.[154]

As part of the updated TAG, the LADOT has identified three metrics to apply in order to determine if a development project would result in impacts under the updated CEQA guidelines. The development project would have a significant impact should any of the following be true:

1. The development project would conflict with the City's plans, programs, ordinances, or policies.
2. The development project would cause substantial VMT.
3. The development project would substantially increase hazards due to a geometric design feature or incomplete uses.

An evaluation of the Project's impacts under these three metrics follows the updated TAG and is presented in the following section.

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

153 LADOT Transportation Assessment Guidelines, https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf. Accessed November 2022.
154 LADOT Transportation Assessment Guidelines.

Less Than Significant Impact. A significant impact may occur if a project would conflict with a program plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The TAG have also established three screening criteria to be used to determine which development projects are required to assess impacts to the existing pedestrian, bicycle, and transit facilities. In order for a development project to be required to conduct an analysis on the impact of pedestrian, bicycle and transit facilities, at least one of the following three criteria must be met:

1. The Project would generate a net increase of 250 or more daily vehicle trips.
2. The Project is proposing to or is required to make modifications to the public right-of-way, including providing street dedications, and reconfiguring the curb line.
3. The Project is on a lot that is ½-acre or more in total gross area, or the development project's frontage along a street classified as an Avenue of Boulevard is more than 250 linear feet, or the development project frontage encompasses an entire block along a street classified as an Avenue or Boulevard by the City's General Plan.

Per the calculations of the VMT Calculator version 1.3 developed by the LADOT, the Project is estimated to generate a net decrease of approximately 1,269 daily vehicle trips. See below for a more detailed explanation. The VMT calculations are included in Appendix B.1 of this Initial Study.

Laurel Canyon is designated as an Avenue I which requires 100 feet of right-of-way and 70-foot roadway.[155] The current right-of-way dedication is 50 feet and a 35-foot roadway dedication along the Project frontage. Therefore, no dedication is required of the Project.

Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. A significant impact may occur if a project's vehicle miles traveled substantially increase compared to existing counts.

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establish two screening criteria to evaluate whether further analysis of a development project's impact based on VMT is required. Both of the following criteria must be met in order to require a further analysis of a development project's VMT contribution:

1. The Project would generate a net increase of 250 or more daily vehicle trips.

155 City of Los Angeles, Mobility Plan 2035.

2. The Project would generate a net increase in daily VMT.

The Project is comprised of 243 multi-family residential dwelling units and 5,309 square feet of local serving ground floor commercial space. The Project Site would provide a total of 360 residential parking spaces and 53 commercial parking spaces in one at-grade and two subterranean parking levels. Access to the Project Site would be accommodated by a single driveway that would be aligned with the existing Laurel Canyon Boulevard/Vose Street intersection. The existing site is currently occupied by an active, 29,980 square-foot post office (the USPS North Hollywood Post Office) and surface parking lots, which would be removed to accommodate the Project.

The trip generation forecast has been prepared using average trip generation rates published in the ITE Trip Generation Handbook 11th Edition (2021). The project is expected to result in a net decrease of 1,868 daily vehicle trips as well as net decreases of 151 and 223 vehicle trips during the AM and PM peak hours, respectively (refer to Table 1 of Appendix B.2 of this Initial Study).

Appropriate land use options included in the ITE manual were considered for application in the VMT calculator. As below, the Project trip generation is below the LADOT requirement where additional traffic analysis may be necessary to evaluate potential traffic impacts. Therefore, the Project is not expected to increase traffic in a substantive amount in relation to the surrounding roadway network.

The project land uses were entered into the City's VMT Calculator using the pre-defined land use categories. The existing Post Office land use was entered as a custom land use using the following parameters: daily trip generation based on the forecast (refer to Table 1 of Appendix B.2 of this Initial Study), number of employees estimated using the job density ratio for General Retail as provided in the LADOT VMT Calculator Documentation (i.e., 2 jobs/KSF),[156] and trip purpose assumptions for General Retail as provided in the LADOT VMT Calculator Documentation (in essence, the custom land use adheres to the pre-defined assumptions for General Retail with the exception of the number of daily trips).[157] As shown in the VMT Screening worksheet (refer to Appendix B.1 of this Initial Study), the Project is expected to result in a net decrease in daily vehicle trips and daily VMT, and would not be required to perform a VMT analysis. **Therefore, impacts would be less than significant and no mitigation measures would be required.**

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the Project Site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as

156 City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Table 1.

157 City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Appendix E.

well as to operational delays caused by vehicles slowing and/or queuing to access a Project Site.

The TAG also establishes two screening criteria to assist in determining which development projects would potentially result in impacts to geometric design hazards or incompatible uses. If either of the following conditions is present for a proposed development project, then a further analysis of the potential roadway hazards is required:

1. The Project proposes new driveways or introduces new vehicular access to the property from the public right-of-way.

2. The Project proposes to, or is required to, make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).

The Project proposes a land use that would complement the surrounding urban development and utilizes the existing roadway network. Vehicular access would be from N. Laurel Canyon Boulevard into a two-way street which ingresses into a two-level subterranean parking garage underneath the 6-story portion of the building. The Project's driveway would conform to the City's design standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls meeting the City's requirements to protect pedestrian safety. No significant impacts related to substantially increasing roadway hazards due to geometric design features or incompatible uses would occur. **Therefore, no impacts would occur and no mitigation measures would be required.**

d. Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if a project design does not provide emergency access meeting the requirements of the Fire Department or in any other way threatens the ability of emergency vehicles to access and serve the project site or adjacent uses.

Construction

Construction activities can have the potential to affect emergency access, by adding construction traffic to the street network and requiring partial lane closures during street improvements and utility installations. The Project's potential construction impacts related to emergency access are considered to be less than significant for the following reasons:

- Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.

- Construction impacts are temporary in nature and do not cause lasting effects to impact LAFD fire protection services.

- Partial lane closures, if determined to be necessary, would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic.

Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until the street closure had ended.

- The Project would prepare a Construction Staging and Traffic Management Plan (see **PDF TR-1**) that would specifically address traffic and access control during construction.

Accordingly, Project construction would not adversely affect emergency access. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

Operation

There are no hazardous design features included in the proposed vehicular design or site plan for the Project that could impede emergency access. The Project does not propose the permanent closure of any local public streets and primary access to the Project Site would continue to be provided from N. Laurel Canyon Boulevard. Furthermore, the Project would be subject to the plan review requirements of the LAFD pursuant to Section 118 of the Fire Code to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. All Project driveways would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

Project Design Features

Construction and operation of the Project would be implemented in accordance with applicable regulatory and code requirements related to transportation. Additionally, the Project has incorporated the following project design feature (PDF) to avoid or minimize adverse construction related impacts. The PDF is therefore considered to be part of the Project for purposes of the impact analysis:

PDF TR-1 Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) would be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan would show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP would formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project shall be conducted bimonthly, or as otherwise

determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours. The CSTMP would include, but not be limited to, the following elements as appropriate:

- Emergency access shall be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets shall be prohibited.
- Worker parking shall be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way shall be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., shall be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles shall be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists shall be obtained through such measures as alternate routing and protection barriers as appropriate.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians shall be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging shall be identified to include, staging in a legal area, and which would detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- There would be coordination with nearby projects, that have potential

overlapping construction timeframes, to schedule vehicle movements to

- ensure that there are no vehicles waiting off-site and impeding public traffic
- flow on the surrounding streets.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less Than Significant Impact. The results of the NAHC record searches were negative for cultural resources within the study area. In addition, the site is not listed in the National Register of Historic Places or California Register of Historical Resources as defined in Public Resources Code section 5020.1(k) or SurveyLA. The Project Site is not located within, or designated as, a Historic Cultural Monument, a historic district, or other historic overlay zone.

A Sacred Lands File (SLF) Search was performed on December 9, 2022 which indicated negative results.[158] A records search prepared by the South Central Coastal Information Center (SCCIC) did not disclose any prior evaluations of the Project Site.[159] The SCCIC records search revealed that there have been no recorded archaeological resources within the Project Site, or within one within a half-mile radius of the Project Site. In addition, the SCCIC records search revealed there are no built-environment resources within the Project Site but there is one built-environment resource within a half-mile radius of the Project Site (see Appendix D of this Initial Study).[160] The SCCIC records search also revealed that, in 1902, there were three improved roads present on the Project Site. The Tujunga Wash ran through the search radius and historic place names included San Fernando Valley and Ex Mission San Fernando. In 1921, there was some development in the area with one unimproved road, six improved roads, and seven buildings. The Southern Pacific Railroad ran through the search radius north of the Project area. The historic name of Hewitt was also in the search area

The North Hollywood-Valley Village Community Plan area was surveyed by SurveyLA, which did not identify any potential historic resources on the Project Site. The Project Site does not contain a historical resource subject to CEQA. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in

158 Correspondence from Andrew Green, Cultural Resources Analyst, Native American Heritage Commission, December 9, 2022. Refer to Appendix K.2 to this Initial Study.

159 Letter correspondence with Stacy St. James, South Central Coastal Information Center, January 17, 2023. Refer to Appendix D to this Initial Study.

160 A Built Environment Resource are resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values. Office of Historic Preservation, Built Environmental Resource Directory, https://ohp.parks.ca.gov/?page_id=30338, accessed October 18, 2022.

subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant With Mitigation Incorporated. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of the CEQA review process. As specified in AB 52, lead agencies must provide notice inviting consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects in that area. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native America Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. An informational letter was mailed to a total of ten tribes known to have resources in the Project Site area on December 30, 2022, describing the Project and requesting any information regarding resources that may exist on or near the Project Site.[161]

On January 17, 2023, Planning Staff received a letter from Andrew Salas, on behalf of the Gabrieleño Band Of Mission Indians – Kizh Nation, indicating that its office would like to consult on the Project.[162] Consultation commenced on September 7, 2023 with the Gabrieleño Band Of Mission Indians – Kizh Nation representatives Andrew Salas (Chairman), Matthew Teutimez (biologist). Representatives provided substantial evidence that the proposed project may have a significant impact on Tribal Cultural Resources. Due to the project site being located within and around a sacred community (Yangna, Maungna, Cahuengna), adjacent to sacred water courses and major traditional trade routes, there is a high potential to impact Tribal Cultural Resources still present within the soil from the thousands of years of prehistoric activities that occurred within and around these Tribal Cultural landscapes.

Tribal Cultural Resources are defined as:

> (1) "sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe" that are included in the state or local register of historical resources or that are determined to be eligible for inclusion in the state register; and
>
> (2) resources determined by the lead agency, in its discretion, to be significant on the basis of criteria for listing in the state register of historical resources. Pub Res C §21074(a).

A lead agency's determination whether a resource meets the criteria for listing in the state register must be supported by substantial evidence and must consider the significance of the

161 AB 52 Notification letter from the City of Los Angeles, December 30, 2022. Refer to Appendix K.1 to this Initial Study.

162 Letter Correspondance from Andrew Salas, Chairman, Gabrieleño Band Of Mission Indians – Kizh Nation, January 17, 2023. Refer to Appendix K.3 to this Initial Study.

resource to the tribe pursuant to PRC §21074(a)(2). A "cultural landscape" may qualify as a tribal cultural resource to the extent it is "geographically defined in terms of the size and scope of the landscape" pursuant to PRC §21074(b). Moreover, Public Resources Code Section 21084.2 states that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project that may have a significant effect on the environment requires appropriate mitigation pursuant to PRC § 21082.3(b). Through the consultation process, AB 52 authorized California Native American tribes to assist lead agencies in identifying, interpreting, and determining the significance of TCRs. Unless the environmental document includes protective measures agreed on during the consultation process, "if substantial evidence demonstrates" the project "will cause" a significant effect to a TCR, the agency must "consider" feasible mitigation measures pursuant to PRC §21084.3(b).

Based on the depth of excavation of the Project to 24 feet, there is the possibility that tribal cultural resources may be encountered during the development of the Project and therefore that impacts to tribal cultural resources may be significant. **Therefore, with incorporation of MM TCR-1, TCR-2, and TCR-3 into the Project, impacts or destruction to Tribal Cultural Resources that may be inadvertently unearthed during the project's ground disturbing activities would be reduced to a level of less than significant.**

The following mitigation measures are incorporated into the Project to reduce the annoyance to sensitive receptors from construction-related vibration levels to a level of less than significant.

Mitigation Measures:

MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered

TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs

MM TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water Facilities

The City of Los Angeles Department of Water and Power (LADWP) currently provides water for domestic water systems and for fire flow to the Project area. Based on available record data provided by the City, there is a 12-inch cast iron water main in Laurel Canyon Boulevard.[163] Construction water demand is typically supplied through temporary water tanks with water trucked in from off-site sources. Accordingly, construction of the Project would not require the installation of water supply facilities. As detailed below in response to Checklist Question XIX(b), sufficient water supplies would be available to serve operation of the Project and no new off-site lines would be required. However, the Project may include new service laterals connecting to the new development, and connections to the existing water main in Laurel Canyon Boulevard. Additionally, as discussed in response to Checklist Question XV(a), LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gpm from four adjacent hydrants flowing simultaneously, which translates to approximately 1,000 gpm flowing from each hydrant with a minimum residual pressure of 20 psi. LAFD would determine the number of fire hydrants that are required for the Project during its review of the building design and LAFD requirements; such improvements would be completed as part of Project development either on-site or off-site within the right-of-way under the City's B-Permit process.

The demand and installation of new water supply lines and fire hydrants are evaluated and managed by LADWP and LAFD, respectively, under their own independent environmental analysis.[164] Impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution lines below surface and would be limited to on-site water distribution, and minor off-site work associated with connections to the public main. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Furthermore, LADWP would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. A Work Area Traffic Control Plan would be developed for use during the entire construction period to reduce any temporary pedestrian and traffic impacts during construction, including during off-site connection to existing water lines. As such, the construction of new water facilities would not result in significant environmental effects.

Wastewater Facilities

[163] Correspondence from Charles C. Holloway, Manager of Environmental Planning and Assessment, Los Angeles Department of Water & Power, December 20, 2022. Appendix J to this Initial Study.

[164] Correspondence from Charles C. Holloway, Manager of Environmental Planning and Assessment, Los Angeles Department of Water & Power, December 20, 2022. Appendix J to this Initial Study.

The City's Bureau of Sanitation provides sewer service to the Project area. The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site currently has existing sewer connections to the City's sewer system. Sewage from the Project Site is conveyed via an 8-inch line in N. Laurel Canyon Boulevard, which feed into a 21-inch line on Laurel Canyon Boulevard before discharging into a 57-inch sewer line on Woodbridge Street.[165] During construction of the Project, workers would utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater system. Therefore, wastewater generation from Project construction activities is not anticipated to cause any increase in wastewater flows. As detailed below in response to Checklist Question XIX(c), the Project's operational wastewater would be treated by the Hyperion Water Reclamation Plant (HWRP), which has adequate capacity to serve the Project. Accordingly, it is not anticipated that the Project would require the construction of new wastewater treatment facilities. The Project could include the installation of new service laterals connecting the new on-site wastewater main lines to the new development, and connections to the existing wastewater main line in Laurel Canyon Boulevard.

Although no upgrades to the public main are anticipated, minor off-site work along the Project frontage would be required in order to connect to the public main. All off-site work would be performed in consultation and under the approval of the Bureau of Sanitation. Furthermore, based on estimated flows, as detailed below in response to Checklist Question XIX(c), it appears the sewer system might be able to accommodate the total flow for Project. Further detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point. If deficiencies are identified at that time, the Project Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures.[166]

Impacts associated with wastewater infrastructure would primarily be confined to trenching for miscellaneous utility lines and connections to public infrastructure. Installation of wastewater infrastructure would be limited to on-site wastewater collection, and minor off-site work associated with connections to the public main line. Although no upgrades to the public main line are anticipated, minor off-site work along the Project frontage would be required in order to connect to the public main line. All off-site work would be performed in consultation and under the approval of the Bureau of Sanitation and a Work Area Traffic Control Plan would be developed for use during the entire construction period that would be implemented to reduce any temporary pedestrian and traffic impacts during construction, including during off-site connection to existing wastewater facilities. As such, the construction of new wastewater facilities would not result in significant environmental effects.

Stormwater Drainage Facilities

As discussed in Checklist Question X.c(ii). Hydrology and Water Quality, a Project-specific SUSMP would be implemented during the operation of the Project. Accordingly, runoff flow

[165] Correspondence from Rowena Lau, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment, November 16, 2022. Refer to Appendix J to this Initial Study.

[166] Correspondence from Rowena Lau, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment, November 16, 2022. Refer to Appendix J to this Initial Study.

would be reduced as a result of the Project, consistent with the requirements of the NPDES permit and LID Ordinance, which require a reduction of the volume of runoff from the Project Site when compared to existing conditions. Accordingly, the existing stormwater drainage would have sufficient capacity to receive the Project's post-development runoff. As such, stormwater runoff from the Project Site would not exceed the capacity of the existing or planned stormwater drainage systems and would not be expected to require the construction of new facilities. However, should the City determine improvements to the stormwater drainage system are necessary during the normal permit review process, the Applicant would be responsible for the improvements, and such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, any related construction activities would be temporary and of short duration. As such, the construction of new stormwater drainage facilities would not result in significant environmental effects.

Electric Power Facilities

The LADWP would supply the Project from the existing electrical system. Electricity demand during construction would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Accordingly, it is not expected that the temporary demand for electricity during construction would require new electric power facilities. As detailed in Checklist Question VI. Energy, the Project's operational electricity demand would represent an insignificant percentage of LADWP's available supplies and would not require new or expanded electrical supplies. However, the Project may require underground line extensions on public street.

All electrical facility installation and connection to the existing system would be done in coordination and under the approval of the LADWP and a Work Area Traffic Control Plan for use during the entire construction period would be implemented to reduce any temporary pedestrian and traffic impacts during construction, including during off-site connection to the electrical system.

Natural Gas Facilities

SoCalGas would supply the Project from the existing natural gas facilities. Construction activities typically do not involve the consumption of natural gas. Accordingly, construction of the Project would not require the installation of natural gas facilities. As detailed in Checklist Question VI. Energy, the Project's operational natural gas demand would represent an insignificant percentage of SoCalGas' available supplies and would not require new or expanded sources of natural gas. However, the Project would require construction of new, on-site gas distribution lines to serve the new development.

The Project would connect to existing natural gas facilities in coordination with and under the supervision of SoCalGas. In addition, a Work Area Traffic Control Plan would be implemented to reduce any temporary pedestrian and traffic impacts during construction, including during off-site connection to the existing natural gas facilities. As such, the construction of new natural gas facilities would not result in significant environmental effects.

Telecommunication Facilities

Construction-related activities, including grading and excavation, could encroach on telecommunication facilities. However, before construction begins, the Project Applicant would be required to coordinate with applicable regulatory agencies and telecommunication providers to locate and avoid or implement the orderly relocation of telecommunication facilities that need to be removed or relocated. In addition, a Work Area Traffic Control Plan would be implemented to reduce any temporary pedestrian and traffic impacts during construction, including during off-site connection to off-site telecommunication facilities. Therefore, the relocation of new telecommunication facilities would not result in significant environmental effects. Furthermore, telecommunication services are provided by private companies, the selection of which is at the discretion of the Applicant and/or the successor on an ongoing basis. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users is determined by providers and is subject to its own environmental review.

Accordingly, the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. **Therefore, impacts would be less than significant and no mitigation would be required.**

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers.

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the MWD, which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. In accordance with LAMC Sections 122.00 - 122.10 and the City's Green Building Code Section 99.4.303, the Project would be required to implement water saving features to reduce the amount of water used by the Project including high-efficiency toilets, low-flow showerheads and faucets, high-efficiency clothes washers, and high-efficiency dish washers. All fixtures would be required to meet applicable flush volumes and flow rates. The Project would also be required to adhere to the City's Irrigation Guidelines and utilize smart irrigation with automatic sensors to determine when irrigation is needed and when irrigation should be suspended due to rain or wind conditions. The Project's estimated water consumption is presented on Table 4.29, *Estimated Average Daily Water Consumption*. As shown, the Project would consume a net total of approximately 35,136 gallons per day (gpd) (approximately 0.035 million gpd), or approximately 39.87 acre-feet of water per year.

Table 4.29
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Existing Use				
Commercial	36,160 sf	30 gal/1,000 sf	1,085	1.20
		Existing Subtotal	***1,085***	***1.20***
Project				
Live/Work apartments	17 du	90 gpd/du	1,530	1.83
Studio apartments	42 du	90 gpd/du	3,780	4.38
One-bedroom apartments	56 du	132 gpd/du	7,392	8.40
Two-bedroom apartments	128 du	180 gpd/du	23,040	25.92
Commercial	5,126 sf	30 gal/1,000 sf	154	0.17
Landscaped Area	5,414 sf	60 gpd/1,000 sf	325	0.37
		Project Subtotal	*36,221*	*41.07*
		Existing Subtotal	***1,085***	***1.20***
		Net Total	**35,136**	**39.87**

Notes: sf = square feet; du = dwelling units; gpd = gallons per day; AF/Y = acre-feet per year. Estimated gallons per day have been rounded.

[a] *Based on 120% of rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*

Source (table): EcoTierra Consulting, 2022.

LADWP's UWMP confirmed that despite an increase in population of over one million people, over the last 20 years, the City's water demand has been reduced by 29 percent; with the average water usage below the average usage in the 1970s.[167] The City is also focused on increasing locally produced water supplies, including conservation, water use efficiency, stormwater recycling, and maximizing water reuse from the Hyperion Water Reclamation Plant (Operation NEXT), and will continue to pursue and/or investigate alternative water supply options, such as water transfers, groundwater banking, brackish groundwater recovery, and seawater desalination. Based on these approaches, the UWMP projects future water demand within the City under single-dry years, average, and multiple-dry years hydrological conditions through the 2045 planning horizon year and identifies existing and potential supplies available to continue to meet demand. Projected future water demands and available supply amounts for the City are presented in Table 4.30, *LADWP Water Supply and Demand Projections.*

167 City of Los Angeles, Department of Water and Power, 2020 Urban Water Management Plan, Certified May 25, 2021, page ES-3.

Table 4.30
LADWP Water Supply and Demand Projections

Hydrological Condition	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)	Change Over Planning Period (AFY)
Single-Dry Years						
Total Supplies	674,700	693,200	712,700	732,700	746,000	72,000
Total Demands	674,700	693,200	712,700	732,700	746,000	72,000
Average Years						
Total Supplies	642,600	660,200	678,800	697,800	710,500	67,900
Total Demands	642,600	660,200	678,800	697,800	710,500	67,900
Multiple-Dry Years (Year 1)						
Total Supplies	657,900	675,800	694,900	714,400	727,400	69,500
Total Demands	657,900	675,800	694,900	714,400	727,400	69,500
Multiple-Dry Years (Year 2)						
Total Supplies	661,700	679,700	698,900	718,500	731,500	69,800
Total Demands	661,700	679,700	698,900	718,500	731,500	69,800
Multiple-Dry Years (Year 3)						
Total Supplies	674,800	693,200	712,800	732,700	746,000	71,200
Total Demands	674,800	693,200	712,800	732,700	746,000	71,200
Multiple-Dry Years (Year 4)						
Total Supplies	661,600	679,600	698,900	718,400	731,500	69,900
Total Demands	661,600	679,600	698,900	718,400	731,500	69,900
Multiple-Dry Years (Year 5)						
Total Supplies	655,700	673,600	692,600	712,000	724,900	69,200
Total Demands	655,700	673,600	692,600	712,000	724,900	69,200

AFY = acre-feet per year
1 Source: City of Los Angeles, Department of Water and Power, 2020 Urban Water Management Plan, Certified May 25, 2021, Exhibits ES-R, ES-S, and ES-T, pages ES-20 through ES-24.

As shown in Table 4.30, *LADWP Water Supply and Demand Projections,* annual water demand within the City is projected to increase over the planning period by between 67,900 AFY and 72,000 AFY. The Project's estimated 39.87 AFY demand would only represent 0.06 percent of the projected increase in annual water demand of 67,900 AFY from 2025 to 2045. Consideration of existing sources of supply, coupled with the combined effect of these City efforts to increase available water supplies, it is expected to assure adequate water supplies for the LADWP service area through at least 2045. Therefore, the amount of new annual demand from the Project would be insignificant relative to available supplies through 2045, projected growth in Los Angeles, and planned water resource development by LADWP.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City and increasing its water resources, enhance the quality of water it distributes, and improve the security of the water supply. These goals are accomplished by replacing and/or adding to the water system infrastructure, complying with and/or exceeding all state and federal water regulations, looking for new sources of water supply as well as conserving those already in existence, and adopting new and improved security measures to ensure the safety of the city's water. Through this program, LADWP can provide reliable sources of water to the residents of

the City.[168] Thus, sufficient water supplies are anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. Moreover, the Project's housing and population increases are consistent with the RTP/SCS and UWMP (making the addition of 243 dwelling units resulting from the Project consistent with regional growth). Thus, the Project's estimated water usage is within applicable projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts.

The Project would also comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season), therefore helping to reduce the Project's water demand.

Water demand would be further reduced through adherence to the City's existing regulatory compliance measures including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- High-efficiency Energy Star-rated dishwashers, as applicable.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- High-efficiency clothes washers (water factor of 6.0 or less), if provided in either individual units and/or in a common laundry room(s).
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.
- Use of landscape contouring to minimize precipitation runoff.

168 City of Los Angeles Department of Water and Power, Water System Ten-Year Capital Improvement Program for the Fiscal Years 2010-2019.

- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.

As such, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple-dry years. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

c. 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?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site currently has existing sewer connections to the City's sewer system. Sewage from the Project Site is conveyed via an 8-inch line in N. Laurel Canyon Boulevard, which feed into a 21-inch line on Laurel Canyon Boulevard before discharging into a 57-inch sewer line on Woodbridge Street.[169] Sewage from the Project Site would ultimately be conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP), which has the capacity to treat approximately 450 mgd of wastewater to full secondary treatment level and currently treats 260 mgd. The remaining capacity at the HTP is approximately 190 million gpd or approximately 42 percent of its total capacity.[170]

Estimated Project wastewater generation is presented below in Table 4.31 *Estimated Average Daily Wastewater Generation*. As shown, the Project would generate approximately 29,009 net gpd (0.029 mgd) of wastewater. As such, the HTP would have adequate capacity to serve the Project. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

169 Correspondence from Rowena Lau, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment, November 16, 2022. Refer to Appendix J to this Initial Study.

170 City of Los Angeles, One Water LA 2040 Plan, Volume 2, Wastewater Facilities Plan, page 59.

Table 4.31
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
Existing Use			
Commercial	36,160 sf	25 gal/1,000 sf	904
		Existing Subtotal	***904***
Project			
Live/Work apartments	17 du	75 gpd/du	1,275
Studio apartments	42 du	75 gpd/du	3,150
One-bedroom apartments	56 du	110 gpd/du	6,160
Two-bedroom apartments	128 du	150 gpd/du	19,200
Commercial	5,126 sf	50 gpd/1,000 sf	256
Balconies	2,650 sf	50 gpd/1,000 sf	133
Commercial Outdoor Space	21,607 sf	50 gpd/1,000 sf	1,080
Commercial Indoor Space	3,468 sf	50 gpd/1,000 sf	173
Outdoor Landscape Scape	5,402 sf	50 gpd/1,000 sf	270
		Project Subtotal	*29,913*
		Existing Subtotal	***904***
		Net Total	**29,009**

Notes: sf = square feet; du = dwelling units; gpd = gallons per day. Some numbers have been rounded.
[a] *Based on rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
Source (table): Correspondence from Rowena Lau, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment, November 16, 2022. Refer to Appendix J to this Initial Study.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Within the City, solid waste management, including collection and disposal services and landfill operation, is administered by various public agencies and private companies. Large multi-family residences, such as apartment complexes and condominiums, and commercial and industrial buildings, would be serviced through the Zero Waste LA Franchise System.[171] It is reasonably anticipated then, that the Project Applicant would contract with a local solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles area, the hauler would be anticipated to separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts.

171 City of Los Angele, Ordinance No. 182,986, May 28, 2014.

Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Moreover, as of 2019, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.[172] Table 4.32, *Current Landfill Capacity and Intake*, details the permitted daily intake and estimated remaining capacity at these landfills currently.

Table 4.32
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2019 Average Daily Intake (tpd)[a]	Estimated Total Remaining Permitting Capacity[a] (million tons)
Class III Landfill			
Sunshine Canyon	12,100	6,387	55
Inert Construction & Demolition Waste-Accepting Landfill			
Azusa Land Reclamation	6,500	1,038	59

Notes: tpd = tons per day
[a] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020, pages 57 and 67.*
Source (table): EcoTierra Consulting, 2022.

Construction

Implementation of the Project would generate C&D waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. Table 4.33, *Estimated Project Construction and Demolition Solid Waste*, presents the Project's estimated C&D waste.

Table 4.33
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate	Total Solid Waste Generated
Building Demolition	36,160 sf	173 lbs/sf[a]	6,255,680 lbs (3,128 tons)
Project Construction	257,751 sf[b]	4.38 lbs/sf[c]	1,128,949 lbs (564 tons)
Total Construction and Demolition Solid Waste			**7,384,629 lbs (3,692 tons)**

Notes: sf = square feet; lbs = pounds. Numbers have been rounded.
[a] *Source: U.S. EPA, Characterization of Building-Related Construction and Demolition Debris in the United States, Table A-4, June 1998.*
[b] *Gross building useable area square footage.*
[c] *Source: U.S. EPA, Characterization of Building-Related Construction and Demolition Debris in the United States, Table A-1, June 1998.*
Source (table): EcoTierra Consulting, 2022.

As shown in Table 4.33, the Project would generate approximately 7,384,629 pounds or 3,692 tons of C&D debris. This forecasted solid waste generation is a conservative estimate as it

[172] Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020, page 33.

assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City-certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 148.40 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste.[173] Some C&D waste may also be landfilled at the Sunshine Canyon Class III landfill. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled since the Project would comply with City's recycling requirements. **Therefore, construction impacts would be less than significant and no mitigation measures would be required**.

Operation

The Project's estimated operational solid waste generation is presented in Table 4.34, *Estimated Project Operational Solid Waste*. The City's Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, aims to achieve a goal of 90 percent diversion by 2025 within the City.[174] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[175] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[176] At the City's goal of 90 percent diversion, approximately 2,535 pounds would be recycled and the remaining 282 pounds (0.14 tons) would be landfilled. In either scenario, there is adequate landfill capacity for the Project's operational impact (see Table 4.32, *Current Landfill Capacity and Intake*). **Therefore, operational impacts would be less than significant and no mitigation measures would be required**.

173 County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2019 Annual Report, September 2020, page 32.
174 City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013.
175 Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.
176 Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.

Table 4.34
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Existing Use			
Commercial	36,160 sf	0.005 lb/sf	181
		Existing Subtotal	***181***
Project			
Residential	243 units	12.23 lbs/unit	2,972
Commercial	5,126 sf	0.005 lb/sf	26
		Project Subtotal	*2,998*
		Existing Subtotal	***181***
		Net Total	**2,817**

Notes: sf = square feet; lbs = pounds
[a] *L.A. CEQA Thresholds Guide, 2006, page M.3-2.*
Source (table): EcoTierra Consulting, 2022.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated onsite by the project would be disposed of in accordance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939.

Consistency with California Integrated Waste Management Act of 1989

All local governments, including the City of Los Angeles, are required under AB 939 to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. The AB 939 requirement to reduce the solid waste stream in landfills by 50 percent means that half of the Project's net total solid waste generated (1,409 pounds per day) must be recycled rather than disposed of in a landfill. The Project would be required to comply with AB 939 requirements and approximately 50 percent of the Project's waste would be diverted for reuse or recycling; the remaining solid waste generated during operation would be disposed of in landfills. The Project would also be required to comply with the Bureau of Sanitation Solid Resources Infrastructure Facility Plan to reduce the amount of solid waste being disposed into landfills by promoting diversion techniques that increase recycling of solid waste, consistent with AB 939. Therefore, the Project would not substantially increase solid waste generation in the City or the amount disposed into the landfills. Accordingly, the Project would be consistent with AB 939.

Consistency with the City of Los Angeles General Plan Framework Element

The Framework Element of the City of Los Angeles General Plan also supports AB 939 and its goals by encouraging "an integrated solid waste management system that maximizes source

reduction and materials recovery and minimizes the amount of waste requiring disposal."[177] The Project would implement strategies to create minimal waste and utilize recycled materials, which in turn would reduce the number of refuse haul trips. The Project would include enclosed trash areas and recycling storage areas and divert 50 percent of the construction waste debris away from landfills. The Project would be consistent with the City of Los Angeles General Plan Framework goal of maximizing source reduction and materials recovery, and minimizing the amount of waste requiring disposal. Therefore, the Project would be consistent with the Framework Element.

Consistency with City of Los Angeles Zero Waste Plan

The City's Zero Waste Plan, also known as the Solid Waste Integrated Resources Plan (SWIRP), identifies a long term plan through 2030 for the City of Los Angeles's solid waste programs, policies and environmental infrastructure. The Zero Waste Plan aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025. This targeted diversion rate would be implemented through an enhancement of existing policies and programs such as implementing additional downstream programs (e.g., adding textiles to the blue bin recycling program; adding food scraps to the green bin recycling program; and requiring private solid waste collection service to provide access to multifamily and commercial customers); implementation of mandatory participation programs for residential, government, commercial, industrial, and institutional users; requiring transfer stations and landfills to provide resource recovery centers; and increased diversion requirements at construction and demolition facilities new policies and programs, and the development of future recycling facilities.[178] The Project would include enclosed trash areas and recycling storage areas and would divert construction waste debris away from landfills. The Project would also be consistent with the City's Zero Waste Plan goal of minimizing the amount of waste requiring disposal through green bin recycling program. Therefore, the Project would be consistent with the City's Zero Waste Plan.

Consistency with the Los Angeles Municipal Code

The LAMC requires a project to be designed to incorporate a recycling area or room.[179] The Project would be required to comply with this requirement and have sufficient containers to accommodate the amount of solid waste and recycling generated by the premises, and landscape waste would be placed in designated green waste bins. Therefore, the Project would be consistent with the LAMC.

Therefore, based on the above, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

177 Los Angeles Department of City Planning, Citywide General Plan Framework, 1996, page 9-11.

178 Los Angeles Sanitation, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013.

179 Los Angeles Municipal Code, Section 12.21.A.19.c.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan.

The Project Site is not located within or near a state responsibility area or an area classified with Very High Fire Hazard Severity Zone.[180] Immediately east of the Project Site is N. Laurel Canyon Boulevard, which is a designated disaster route and may be used for an evacuation during an emergency.[181] The Project constitutes a private development located on private land

[180] Cal Fire, State Responsibility Area Viewer, website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1 and City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

[181] Los Angeles County Department of Regional Planning, General Plan 2035, Safety Element, Updated July 12, 2022, Figure 12.6: Disaster Routes Map, Updated July 12, 2022.

and does not propose alteration to the public rights-of-way abutting the Project Site other than what is required by the City. While it is expected that the majority of construction activities for the Project would primarily be confined on-site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day as required by the City, which could potentially require temporary lane closures. No full road closures are anticipated along N. Laurel Canyon Boulevard during construction. However, if partial lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. With regard to operation, the Project does not propose the permanent closure of any local public streets and primary access to the Project Site would continue to be provided from the surrounding streets. In addition, the Project would comply with LAFD access requirements and applicable LAFD regulations regarding safety. Therefore, the Project would not result in inadequate emergency access to the Project Site or surrounding uses, and the Project would not impair the implementation of the City's emergency response plan. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. For projects in or near state responsibility areas or an area classified with very high fire hazard severity, a significant impact may occur if a project were to expose people to pollutant concentrations from a wildfire or in the path of an uncontrolled spread of a wildfire. The Project Site is located within an urban area 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.[182] As such, the Project would not exacerbate wildfire risks. **Therefore, no impact would occur and no mitigation is required**.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. A significant impact may occur if a project would require the installation or maintenance of associated infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment. The Project Site is not located within or near a state responsibility area or an area classified with Very High Fire Hazard severity.[183] The Project would involve the demolition of an existing commercial building and surface parking lot, and construction of a new building in an urban area. No new roads, fuel breaks, or emergency water sources would be installed or maintained. Installation of any required power lines or other utilities would be done in a manner consistent with other construction projects typical of urban development requiring connection to the existing utility

[182] City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

[183] Cal Fire, State Responsibility Area Viewer, website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1 and City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

grid and infrastructure and in accordance with applicable City building codes and utility provider policies and would not exacerbate wildfire risk. **Therefore, impacts would be less than significant and no mitigation measures would be required**.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. A significant impact may occur if a project were to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. The Project Site is not located within or near a state responsibility area or an area classified with Very High Fire Hazard Severity Zone.[184] The Project would be required to comply with all developmental regulations and City building codes with regard to fire safety and would not exacerbate the potential for secondary wildfire risks at the Project Site. Any installation of on-site power lines required to provide the Project with electricity and connections to existing power lines would be conducted in coordination and under the supervision of the utility provider. Further, the Project Site and the surrounding vicinity is relatively flat with no major slopes that would be susceptible to flooding or landslide are located nearby. **Therefore, no impacts would occur and no mitigation measures would be required**.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	☐	☐	☒	☐

184 Cal Fire, State Responsibility Area Viewer, website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1 and City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed: November 2022.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. Does the project have the potential to substantially 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, substantially 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?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together.

As discussed in Checklist Question IV. Biological Resources, the Project Site and surrounding area are not identified as a biological resource area.[185] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[186] In addition, regional wildlife movement is restricted given the built-out nature of the Project area surroundings, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on

the Project Site. However, construction of the Project has the potential to directly (by destroying a nest) or indirectly (construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the MBTA. However, as discussed in Checklist Question IV. Biological Resources, the Project would be required to comply with the MBTA, to reduce potential impacts to migratory bird species. Therefore, impacts would be less than significant.

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

186 Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET online database, https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed November 2022.

As discussed in Checklist Question. V. Cultural Resources, the Project Site is currently improved with a 36,160 square foot one-story commercial building, comprised of a U.S. Postal Service sorting facility and a small commercial space, and associated surface parking originally constructed in 1957. The Project Site does is not within a Historic Preservation Review area, nor is the Project Site within a Historical Preservation Overlay Zone.[187] The Project Site is not identified as an eligible resource by Survey LA, the City's office historic resources survey;[188] or as a City Historic-Cultural Monument.[189] Moreover, the Project Site is not listed as an historical resource in national or State registries.[190] Therefore, impacts would be less than significant.

As discussed in Checklist Question. V. Cultural Resources, the Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. With adherence to the City's condition of approval consistent with CEQA Section 21083.2, the Project would not cause a substantial adverse change in the significance of an archaeological resource. Therefore, impacts would be less than significant.

As discussed in Checklist Question VII. Geology and Soils, as the Project Site has been previously graded and developed, surficial paleontological resources that may have existed at one time have likely been previously disturbed. With adherence to the City's condition of approval, the Project would not directly or indirectly destroy a unique paleontological resource. Therefore, impacts would be less than significant.

As discussed in Checklist Question VII. Geology and Soils, with regard to a unique geologic feature, the Project Site is currently developed with one building and surface parking and there are no unique geologic features on the Project Site. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. Therefore, impacts would be less than significant.

Overall, the Project does not have the potential to substantially 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, substantially 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. **Therefore, impacts would less than significant.**

187 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

188 City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org/. Accessed November 2022.

189 City of Los Angeles Department of City Planning, Historic-Cultural Monument (HCM) List, website: http://historicplacesla.org/search. Accessed November 2022.

190 City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map, website: http://www.historicplacesla.org/map. Accessed November 2022.

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)?

Less Than Significant Impact. For the purpose of this Initial Study, a significant cumulative 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. Located within the vicinity of the Project Site are other past, current, and reasonably foreseeable projects, the development of which, in conjunction with that of the Project, may have cumulative impacts.

In accordance with CEQA Guidelines Section 15064(h), this Initial Study includes an evaluation of the Project's cumulative impacts. An adequate discussion of a project's significant cumulative impact, in combination with other closely Related Projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Cumulative impacts analysis is provided below.

Aesthetics

Related Projects would be reviewed on a case-by-case basis by the City to comply with the LAMC requirements regarding building heights, setbacks, massing, and lighting, or, for those projects that require discretionary actions, to undergo site-specific review regarding building density, design, and light and glare effects. As discussed in Checklist Question I. the Project's aesthetics impact would not be considered a significant impact on the environment. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to aesthetics would be less than significant.

Agriculture and Forestry Resources

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 Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category. The Project Site and the surrounding area are highly urbanized area and do not include any state-designated agricultural lands or forest uses. Project impacts to agricultural lands or forest uses would not occur. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts and no cumulative impacts to agricultural or forestry resources would occur.

Air Quality

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As described above, the Project does not generate any regional or localized emissions that exceed SCAQMD's thresholds; therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment, and cumulative air quality impacts would be less than significant.

Biological Resources

The Project would not impact any protected trees. The Project would have no impact upon biological resources. The Project would be required to comply with the MBTA, to reduce potential impacts to migratory bird species that could potentially nest in trees that would be removed as part of the Project. Development of the Project in combination with the Related Projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. In addition, development of the Project in combination with the Related Projects would not interfere substantially with the movement of any native resident or migratory fish, wildlife species, or with established native resident or migratory wildlife corridors, and/or impede the use of native wildlife nursery sites.

No such habitat occurs in the vicinity of the Project Site or Related Projects due to the existing urban development. Development of any of the Related Projects would be subject to the City of Los Angeles Protected Tree Ordinance and the MBTA. Project impacts to biological resources would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to biological resources would be less than significant.

Cultural Resources

The Project would not result in a significant impact to historical resources. The Project Site is currently developed with a one-story 36,160 square foot commercial building, which was built in 1957 and is occupied by the U.S. Postal Services and an insurance business, and associated surface parking. It is unknown whether or not any of the properties on which related projects may be located contain historical resources. Any related project sites that contain historical resources would be required to comply with existing regulations and/or safeguard measures as appropriate for that project, including required compliance with CEQA's provisions regarding historical resources. As the Project would not result in a significant impact to historical resources, there is no potential for the Project to contribute to a cumulative impact, and thus, the cumulative impact would be less than significant.

With regard to cultural resources as it relates to archaeological resources and human remains, the Project would be required to comply with existing regulatory requirements that would ensure impacts related to archaeological resources and human remains would be less than significant. Furthermore, Related Projects would be required to comply with existing regulatory requirements. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to archaeological resources and human remains would be less than significant.

Energy

Each of the Related Projects would be evaluated within its own context with consideration of energy conservation features that could alleviate electrical demand. Each Related Project would be required to be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards and would also be in compliance with the Los Angeles Green Building Code. Further, each Related Project would need to be consistent with the building energy efficiency requirements of Title 24 as well as how SCG serves each location with its existing distribution infrastructure. Finally, each Related Project would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Related Projects would be in compliance with the City's Green Building Ordinance (for the City of Los Angeles) and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards.

All forecasted growth would incorporate design features and energy conservation measures, as required by CalGreen, requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2018-2030.[191] Thus, there is a plan to secure natural gas supplies to meet demand. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative energy impacts would be less than significant.

Geology and Soils

Due to their site-specific nature, impacts related to geology and soils are typically assessed on a project-by-project basis for a particular localized area. As with the Project, Related Projects would address site-specific geologic hazards through implementation of site-specific geotechnical recommendations and/or mitigation measures. Related Projects would also be

191 LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2016.

subject to local, state, and federal regulations and standards for seismic safety. Project impacts to geology and soils would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to geology and soils would be less than significant.

With regard to paleontological resources, the Project would be required to comply with existing regulatory requirements that would ensure impacts related to paleontological resources would be less than significant. Furthermore, Related Projects would be required to comply with existing regulatory requirements. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to paleontological resources and would be less than significant.

Greenhouse Gases

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not necessarily an adverse environmental effect. As discussed in CEQA case law,[192] the global scope of climate change and the fact that carbon dioxide and other GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not.

For individual developments, like the Project, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary, one can reasonably argue that the Project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of GHG emissions as envisioned by California law.

As discussed above, the Project would reduce GHGs in a manner consistent with applicable regulatory plans and policies to reduce GHG emissions, including: AB 32 Scoping Plan, SCAG's 2020-2045 RTP/SCS, Green LA Plan, and the Green New Deal.

Similar to the Project, all future projects in the State would be reviewed for consistency with applicable State, regional and local plans, policies, or regulations for the reduction of GHGs. Therefore, based on the discussion above, and consistent with *State CEQA Guidelines* Section 15064(h)(3), the Project's generation of GHG emissions would not be cumulatively considerable because the Project would not conflict with an applicable plan, policy, or regulation for the

192 Supreme Court of California, Center for Biological Diversity et al. v. California Department of Fish and Wildlife (2015), S217763, 11-13.

purposes of reducing the emissions of GHGs. Therefore, the Project's contribution to cumulative impacts to GHGs would not be cumulative considerable, and cumulative impacts would be less than significant.

Hazards and Hazardous Materials

Due to their site-specific nature, hazards and hazardous materials are typically assessed on a project-by-project basis. As with the Project, Related Projects would address site-specific hazards through the implementation of site-specific recommendations and/or mitigation measures. Related Projects would be subject to local, state, and federal regulations pertaining to hazards and hazardous materials. Project impacts to hazards and hazardous materials would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to hazards and hazardous materials would be less than significant.

Hydrology and Water Quality

With respect to construction impacts, it is unknown whether any related projects would have overlapping construction schedules with the Project. However, similar to the Project, related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance with these regulatory requirements, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with related projects would result in the further infilling in an already developed area. The Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, related projects would also drain to the surrounding street system or otherwise retain stormwater on-site as all projects would comply with existing stormwater/LID requirements, which would ensure impacts are less than significant.

The runoff associated with related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. Related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology and water quality impacts during operation would be less than significant.

Land Use and Planning

Development of related projects is reasonably anticipated to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that related projects under

consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

Mineral Resources

Development of the Project in combination with the Related Projects would not result in the loss of availability of mineral resources. The Project Site and the surrounding area are highly urbanized area. The Project Site is located within a mineral resource zone (MRZ-2 zone).[193] Regardless, the Project would not involve mineral extraction activities, nor are any such activities presently occurring on the Project Site. As such, Project impacts would not occur to mineral resources. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and no cumulative impacts to mineral resources would occur.

Noise

Development of the Project in combination with related projects in the vicinity of the Project Site could result in an increase in construction noise in an already urbanized area of the City. With respect to construction impacts, it is unknown whether any potential nearby projects would have overlapping construction schedules with the Project. However, as with the Project, any nearby project that could be built simultaneously with the Project would be required to meet the same LAMC requirements regarding construction noise levels. Specifically, construction of all projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. To comply with this and all applicable code standards, nearby development projects, much like the Project, would implement best practices and/or project design features to reduce construction noise levels. Accordingly, while concurrent construction of nearby projects in the vicinity of the Project Site could potentially contribute to cumulative increases in ambient noise levels, because the Project would not result in any significant construction noise increases, it would not result in a cumulatively considerable contribution to any such increase. Therefore, potential construction-related noise impacts would not be significant.

Cumulative operational noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and related projects within the study area. As discussed above, the Project would not result in any significant VMT transportation impacts. With an insignificant generation of VMT, and an associated low number of anticipated traffic trips to and from the Project Site since most residents would not be driving on or off the site daily, the Project is not anticipated to make a cumulatively considerable contribution to a cumulative noise impact associated traffic noise sources.

193 Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET Public online database, website: https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed November 2022.

In addition to cumulative mobile source noise levels, operation of the Project in combination with other projects that could potentially be developed nearby could result in an increase in operational noise in this urbanized area of the City.

Operation of the Project in combination with other projects that could potentially be developed nearby could result in an increase in operational or mobile noise in this urbanized area of the City. However, as described above, mobile and long-term noise impacts from Project operations would be negligible, as building operations and human activities inside and outside the Project would generate minimal noise impacts. Specifically, most on-site parking would be located in the subterranean parking levels and therefore noise from parking would not generally be heard outside of the property. As previously discussed, noise level associated with the pool area represents an increase of approximately 1.2 dBA over ambient and would not exceed the 5 dBA over ambient operational noise threshold. Thus, Project operations would not result in a meaningful increase in noise as measured at the property line of surrounding sensitive uses compared to existing conditions. Moreover, as with the Project, other developments in the vicinity of the Project would be required to comply with the City's extensive regulatory requirements that limit operational noise sources to minimal levels. Accordingly, as the Project would not produce any significant operational noise impacts, it would not result in a cumulatively considerable contribution to any significant operational noise impacts. As such, cumulative on-site operational noise impacts would be less than significant.

Population and Housing

The Related Projects would introduce additional residential and other related uses to the City of Los Angeles. Any residential Related Projects would result in direct population growth. The Related Projects growth would not exceed the projected growth because SCAG can update its projections after the 2020 Census when some of the Related Projects are in operation. The net increase of employees is not cumulatively considerable as there are no thresholds for employee impacts. Because the Project would not displace any residents, the Project's population growth would not be cumulatively considerable. Therefore, the Project's cumulative impacts to population and housing would be less than significant.

Public Services

Fire Protection

Development of the Project in combination with related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales

taxes, government funding, and developer fees) to which the Project and related projects would contribute.

Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant.

Police

It is anticipated that the Project in combination with related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

Schools

As previously discussed, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

Parks and Recreation

The Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects would be required to pay Parks and Recreation Fees to the City for the construction of residential dwelling units pursuant to LAMC Section 12.33. The payment of fees would address potential impacts to park and recreational facilities. Moreover, as with the Project, related projects containing residential uses would be required to comply with the City's open space requirements which would help offset new residential demand for park and recreational facilities. Therefore, the cumulative impact would be less than significant.

Library

Related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant. Therefore, the cumulative impact would be less than significant.

Transportation

With respect to construction traffic, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, and pursuant to existing City regulations and policies, related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. These plans, identified as a Work Area Traffic Control Plan herein, would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that related projects would comply with this requirement, similar to the Project, and as such, cumulative construction traffic impacts would be less than significant.

With respect to cumulative operational traffic impacts, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan, such as the Project, in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As previously discussed, the Project is anticipated to generate fewer daily trips than the existing land use (thus having a negative net daily trip generation estimate) and the Project is not expected to result in significant VMT impacts to the surrounding transportation system. Therefore, as no VMT analysis was required for the Project, the Project is not anticipated to make a cumulatively considerable contribution to operational traffic impacts. As such, cumulative operational transportation impacts would be less than significant.

Utilities and Service Systems

Water

Implementation of the Project in combination with related projects within the service area of LADWP would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan and long-range SCAG growth projections has been accounted for in the adopted 2020 UWMP. The 2020 UWMP anticipates that the future water supplies would be sufficient to

meeting existing and planned growth in the City to the year 2045 (the planning horizon required of 2020 UWMPs) under wet and dry year scenarios. The Project would be consistent with SCAG growth projections, and therefore, has been accounted for in the 2020 UWMP and its water demand would not be cumulatively considerable. Related projects as well as other development in the LADWP service area would be required to comply with current Green Building Code requirements to conserve water, and in addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, because the 2020 UWMP forecasts adequate water supplies to meet all projected water demands in the City through the year 2045, cumulative impacts with respect to water supply are not anticipated from the development of the Project and related projects.

With respect to water treatment facilities, the remaining daily treating capacity of the LAAFP is 600 mgd. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0.035 mgd) and, as such, the Project's demand would not be cumulatively considerable.

Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. Similar to the Project, related projects would be subject to LADWP review to assure the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements. Furthermore, LADWP through the five year updates of the LADWP 2020 UWMP, Los Angeles Department of Public Works, and the LAFD project specific checks would conduct on-going evaluations of its infrastructure. Therefore, the cumulative impact would be less than significant.

Wastewater

Implementation of the Project in combination with related projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP has an average daily flow of 260 mgd; however, the HTP has capacity to treat a maximum daily flow of 450 mgd. This equals a typical remaining capacity of 190 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.029 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants of related projects would be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local

area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

Solid Waste

Implementation of the Project in combination with related projects within the Southern California region that are serviced by area landfills would increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the Sunshine Canyon Landfill and the Azusa Land Reclamation Landfill both have sufficient capacity to accommodate the Project, and, as such, the Project's demand would not be cumulatively considerable. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2019 Annual Report (published September 2020) projects waste generation and available landfill capacity through 2034. Based on the 2019 Annual Report, Los Angeles County has the projected disposal capacity through 2034.[194] The Project's estimated increase in operational solid waste generation, in conjunction with related projects, would represent an insignificant portion of the estimated waste that is anticipated to be generated in 2028 (Project build-out year) and beyond. The County will continually address landfill capacity through the preparation of Annual Reports. The preparation of each Annual Report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Moreover, the City's Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, aims to achieve a goal of 90 percent diversion by 2025 within the City, which would reduce the amount of solid waste being landfilled for related projects.[195] Therefore, cumulative impacts from operational solid waste would be less than significant.

194 Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020.

195 City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013.

Natural Gas

Implementation of the Project, in conjunction with related projects, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project, related projects and future development must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. Therefore, cumulative impacts are less than significant.

Electrical Power

Implementation of the Project, in conjunction with related projects, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of related projects could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of related projects that the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the SLTRP considers a planning horizon through 2050 to guide LADWP as it executes major new and replacement projects and programs. The estimated power requirement for related projects would be part of the total load growth forecast for the City and would be accounted for in the planned growth of power system. LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Electrical service to related projects would be provided in accordance with the LADWP Power Rules and Regulations. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

Wildfire

If lane closures are necessary to local streets adjacent to Related Project sites, travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate emergency access and circulation. Regarding operations, the Related Projects, like the Project, would comply with access requirements from the LAFD

and would not impede emergency access within the vicinity of each Related Project site. Therefore, Related Projects would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Project impacts on the City's ability to implement an emergency response plan in the event of a wildfire would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts related to the implementation of the City's emergency response plan in the event of a wildfire would be less than significant.

All of the Related Project sites and the Project Site are within urbanized areas of the City and do not include wildlands or fire hazard terrain or vegetation. Therefore, the Project and Related would not exacerbate wildfire risks and no exposure of Project occupants to pollutant concentrations from a wildfire would occur. As previously discussed, no wildfire impact would occur from the development of the Project. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and no cumulative wildfire impact would occur.

Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and impacts would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Mitigation is required to reduce construction noise/vibration (**PDF NOI-1**, **PDF NOI-2** and **MM NOI-1 - MM NOI-3**). **Thus, with mitigation, any potentially significant impacts to humans would be less than significant**.

INITIAL STUDY

5.0 MITIGATION AND MONITORING PROGRAM

5.1 INTRODUCTION

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Mitigated Negative Declaration (IS/MND) has been prepared for the Project that evaluates the Project's potential impacts, taking into consideration the project design features (PDF) and mitigation measures (MM) the Applicant has incorporated into the Project to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs incorporated into the Project.

5.2 ORGANIZATION

As shown on the following pages, each project design feature and mitigation measure incorporated into the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency : the frequency at which the PDF or MM shall be monitored.

- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the incorporated PDF or MM has been implemented.

5.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each incorporated PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City of Los Angeles upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City of Los Angeles or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the incorporated PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

5.4 PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City of Los Angeles approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines

Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5.5 MITIGATION MONITORING PROGRAM

Project Design Features

Noise

PDF NOI-1: The construction contractor shall not use pile drivers on the Project Site.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Construction
- **Action Indicating Compliance:** Field Inspection sign-off

Police

PDF POL-1 During construction, the Project will implement appropriate temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting and locked entry (e.g., padlock gates or guard restricted access) to limit access by the general public. Regular and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Construction
- **Action Indicating Compliance:** Field Inspection sign-off

PDF POL-2 During Project operations, security would be provided via site planning and secured access points of entry, and security cameras. Security design measures for semi-public and private spaces include, but are not limited to, access control to the building, secured parking facilities with key systems, well-illuminated public

and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** During Project Design and Prior to Construction
- **Monitoring Frequency:** Review of Plans
- **Action Indicating Compliance:** Department of Building and Safety sign-off

PDF POL-3 Prior to the issuance of a building permit, the Project Applicant or its successor will consult with LAPD's Crime Prevention Unit regarding the incorporation of any additional crime prevention features appropriate for the design of the Project.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** During Project Design and Prior to Construction
- **Monitoring Frequency:** Review of Plans
- **Action Indicating Compliance:** LAPD sign-off

PDF POL-4 Upon completion of Project construction and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to LAPD's North Hollywood Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Post Construction
- **Monitoring Frequency:** Review of Plans
- **Action Indicating Compliance:** LAPD sign-off

Traffic

PDF TR-1 Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) would be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan would show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP would formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the

same time as the Project shall be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours. The CSTMP would include, but not be limited to, the following elements as appropriate:

- Emergency access shall be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets shall be prohibited.
- Worker parking shall be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way shall be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., shall be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles shall be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists shall be obtained through such measures as alternate routing and protection barriers as appropriate.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians shall be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging shall be identified to include, staging in a legal area, and which would detail measures to ensure that

trucks use the specified haul route, and do not travel through nearby residential neighborhoods.

- There would be coordination with nearby projects, that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.

    - **Enforcement Agency:** Department of Building and Safety
    - **Monitoring Agency:** Department of Building and Safety
    - **Monitoring Phase:** During Project Design and Prior to Construction
    - **Monitoring Frequency:** Review of Plans
    - **Action Indicating Compliance:** LADOT sign-off

Mitigation Measures

Noise

MM NOI-1:

- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of a 5 dBA reduction.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- A temporary noise control barrier/sound curtain shall be installed on the property line of the construction site abutting/facing adjacent residential uses located to the west and south of the Project Site. The noise control barrier shall be engineered to block the line-of-sight from the residential uses to the construction activity and reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 5 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

    - **Enforcement Agency:** Department of Building and Safety
    - **Monitoring Agency:** Department of Building and Safety
    - **Monitoring Phase:** Construction
    - **Monitoring Frequency:** Construction
    - **Action Indicating Compliance:** Field Inspection sign-off

MM NOI-2: The construction contractor shall not use large bulldozer or caisson drill within 80 feet of the façade of the residential uses located adjacent to the western and southern boundaries of the Project Site.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Construction
- **Action Indicating Compliance:** Field Inspection sign-off

MM NOI-3: The construction contractor shall not use large excavators, bulldozers, or caisson drills within 15 feet of the façades of residential buildings located adjacent to the west and south of the Project boundary.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Construction
- **Action Indicating Compliance:** Field Inspection sign-off

Tribal Cultural Resources

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh

to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Prior to Construction and Construction
- **Monitoring Frequency:** As Needed Prior to Construction and Construction
- **Action Indicating Compliance:** Submittal of compliance report by Monitor

TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Prior to Construction and Construction
- **Monitoring Frequency:** As Needed Prior to Construction and Construction
- **Action Indicating Compliance:** Submittal of compliance report by Monitor

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Prior to Construction and Construction
- **Monitoring Frequency:** As Needed Prior to Construction and Construction
- **Action Indicating Compliance:** Submittal of compliance report by Monitor

INITIAL STUDY

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INITIAL STUDY

7.0 ABBREVIATIONS & ACRONYMS

AB	Assembly Bill
ACM	Asbestos Containing Materials
AOC	Areas of Concern
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
BOE	Bureau of Engineering
BPW	Board of Public Works
CA FID	California Facility Inventory Database
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City	City of Los Angeles, California
CIWQS	California Integrated Water Quality System
CNEL	Community Noise Exposure
ColWMP	Los Angeles County Integrated Waste Management Plan
CREC	Controlled Recognized Environmental Conditions
CUGU	Clean Up-Green Up
CY	Cubic Yards
DTSC	Department of Toxic Substances Control's
DWP	City of Los Angeles Department of Water and Power

ECHO	Enforcement and Compliance History Information
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ETK	Transitional Kindergarten
EV	All Electric Vehicles
EWMP	Enhanced Watershed Management Programs
FAR	Floor-to-area ratio
FEMA	Federal Emergency Management Agency
FINDS	Facility Index System/Facility Registry System
GHG	Greenhouse gas(es)
GPR	Ground-Penetrating Radar
HAZMAT	Hazardous Materials Reporting Facility
HAZNET	Facility and Manifest Data
HIST	Historic
HREC	Historical Recognized Environmental Conditions
HVAC	Heating, Ventilation and Air Conditioning
HWTS	Hazardous Waste Tracking System
LBP	Lead Based Paint
LADBS	Los Angeles Department of Building and Safety
LADOT	City of Los Angeles Department of Transportation
LADRP	City of Los Angeles Department of Recreation and Parks
LADWP	City of Los Angeles Department of Water and Power
LAFD	City of Los Angeles Fire Department
LAGBC	Los Angeles Green Building Code
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LAPL	City of Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board

LAUSD	Los Angeles Unified School District
LID	Low Impact Development
MWELO	Model Water Efficient Landscape Ordinance
MPOs	California Metropolitan Planning Organizations
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollution Discharge Elimination System
NOP	Notice of Preparation
O & M	Operations and Maintenance
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Particulate Matter
PRC	Public Resource Code
PSF	Pounds per Square Foot of Pressure
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
Siting Element	Countywide Siting Element
SQG	Small Quantity Hazardous Waste Generator
SRRE	City of Los Angeles Source Reduction and Recycling Element
STLC	Soluble Threshold Limit Concentration
SUSMP	Standard Urban Stormwater Mitigation Plan
SWEEPS	Statewide Environmental Evaluation and Planning System
SWPPP	Stormwater Pollution Prevention Program
SWIRP	Solid Waste Integrated Resources Plan
SWRCB	State Water Resources Control Board

TMDL	Total Maximum Daily Load
TPA	Transit Priority Area
TPH	Total Petroleum Hydrocarbons
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VRF	Variable Refrigerant Flow
WSA	Water Supply Assessment
ZI	Zoning Information