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CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 7 – Monica Rodriguez
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PROJECT TITLE: Bermuda Apartments	ENVIRONMENTAL CASE: ENV-2017-628-MND	RELATED CASES: CPC-2017-627-VZCJ-SPR; VTT-74855
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PROJECT LOCATION: 15418 Bermuda Street and 10824-10841 Sepulveda Boulevard, Los Angeles, CA 91345

PROJECT DESCRIPTION:
 The proposed project would involve the construction, use, and maintenance of a 52-unit apartment complex on an approximately 2.44-acre site at the southwestern corner of the intersection of Bermuda Street and Sepulveda Boulevard in the Mission Hills-Panorama City-North Hills Community Plan area. The proposed multi-family residential building would be approximately 54.5 feet in height and composed of a total of four stories, including one story (ground floor) for an approximately 31,005-square-foot (sf) parking garage and three stories above the parking garage for one- and two-bedroom residential dwelling units (du). Of the 52 du, six percent (four du) would be set aside for Very Low Income individuals/families and five percent (three du) would be set aside for Extremely Low Income individuals/families. The building would include 6,175 sf of common open space, comprised of a courtyard, community room, and decks. The project would require a minimum of 76 parking spaces per the City of Los Angeles Municipal Code (LAMC) Section 12.21.A.4. The project would include a total of 77 parking spaces, including 4 spaces with electric vehicle-charging stations. The project would also include 58 bicycle parking spaces (52 long-term and 6 short-term), as well as a 100-sf area for servicing bicycles. Vehicular access to the parking garage would be provided via two driveways (both with an entrance lane and an exit lane) along Bermuda Street. Fifteen percent of the roof would contain solar panels to provide some of the electricity required for the building. The following discretionary approvals are being requested as part of the project: Vesting Zone Change, Site Plan Review, and Vesting Tentative Tract Map. Refer to Section 8, *Description of Project*, and Section 10, *Discretionary Actions and Approvals*, of the Initial Study for additional project details.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:
 John Ackerman
 Ackerman Family Limited Partnership
 2609 South Peck Avenue
 San Pedro, California 90731

FINDING:
 The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.
 (CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached with the response of the Lead City Agency. The project decision-makers may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Laura Frazin Steele	TITLE City Planner	TELEPHONE NUMBER 818-374-9919
ADDRESS Department of City Planning 6262 Van Nuys Boulevard, Room 430 Van Nuys, California 91401	SIGNATURE (Official) <i>Laura Frazin Steele</i>	DATE 2/6/19

Mitigation Measures

Biological Resources

IV-20 Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas):

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Geology and Soils

VI-20 Erosion/Grading/Short-Term Construction Impacts:

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Noise

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities):

- Construction and demolition shall be restricted to the hours of 7:00 AM and 6:00 PM Monday through Friday, and 9:00 AM to 6:00 PM on Saturday and national holidays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.
- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.
- Air compressors, auger drill rigs, concrete mixers, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 8 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall remain in place until all windows have been installed and all activities on the project site are complete.
- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Bermuda Street and Langdon Avenue.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

XII-170 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway):

Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment hereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL or 45 dBA in any habitable room.

Transportation and Traffic

XVI-30 Transportation:

The following shall be implemented to minimize traffic disruption during construction:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9:00 AM or after 3:00 PM.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

Transportation and Traffic (cont.)

XVI-80 Pedestrian Safety:

The following shall be implemented to ensure pedestrian safety duration construction:

- The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

The applicant shall keep sidewalks open during construction unless closure is 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.

CITY OF LOS ANGELES
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ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 7 – Monica Rodriguez	DATE: 1/10/19
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2017-628-MND	RELATED CASES: CPC-2017-627-VZCJ-SPR; VTT-74855	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: A VESTING TENTATIVE TRACT FOR A THREE LOT SUBDIVISION OF A 2.45 ACRE SITE, VESTING ZONE CHANGE TO QRA4-1 AND A SITE PLAN REVIEW FOR A 5-STORY, 52 UNIT MULTI-FAMILY RESIDENTIAL COMPLEX THAT IS 54.5 FEET IN HEIGHT ON A 31,005 SQUARE FOOT LOT. PARKING WILL BE PROVIDED IN A GRADE LEVEL GARAGE CONTAINING 77 PARKING SPACES AND 58 BIKE SPACES. ABOVE THE PARKING GARAGE WILL BE 4 LEVELS OF RESIDENTIAL, ALL WITHIN A 74,754 SQUARE FOOT BUILDING ON THE PROPOSED LOT 3.		
ENV PROJECT DESCRIPTION: The proposed project would involve the construction, use, and maintenance of a 52-unit apartment complex on an approximately 2.44-acre site at the southwestern corner of the intersection of Bermuda Street and Sepulveda Boulevard in the Mission Hills-Panorama City-North Hills Community Plan area. The proposed multi-family residential building would be approximately 54.5 feet in height and composed of a total of four stories, including one story (ground floor) for an approximately 31,005-square-foot (sf) parking garage and three stories above the parking garage for one- and two-bedroom residential dwelling units (du). Of the 52 du, six percent (four du) would be set aside for Very Low Income individuals/families and five percent (three du) would be set aside for Extremely Low Income individuals/families. The building would include 6,175 sf of common open space, comprised of a courtyard, community room, and decks. The project would require a minimum of 76 parking spaces per the City of Los Angeles Municipal Code (LAMC) Section 12.21.A.4. The project would include a total of 77 parking spaces, including 4 spaces with electric vehicle-charging stations. The project would also include 58 bicycle parking spaces (52 long-term and 6 short-term), as well as a 100-sf area for servicing bicycles. Vehicular access to the parking garage would be provided via two driveways (both with an entrance lane and an exit lane) along Bermuda Street. Fifteen percent of the roof (2,583 sf) would contain solar panels to provide some of the electricity required for the building. The following discretionary approvals are being requested as part of the project: Vesting Zone Change, Site Plan Review, and Vesting Tentative Tract Map. Refer to Section 8, <i>Description of Project</i> , and Section 10, <i>Discretionary Actions and Approvals</i> , of the Initial Study for additional project details.		
ENVIRONMENTAL SETTING: The project site is mostly comprised of vacant, unpaved land in a highly urbanized area. The southernmost portion of the project site is currently used as a paved surface parking area. The project site is at approximately 940 feet above mean sea level and is generally flat. The project site is surrounded by development, including the Bermuda Mobile Home Park (zoned RMP-1) to the north and west of Bermuda Street, a surface parking area and fast-food restaurant (Kentucky Fried Chicken [KFC]; zoned P-1 and C2-1) to the northeast, a surface parking area and restaurant (Coco's Bakery Restaurant; zoned (T)(Q)C2-1 and C2-1) to the east, and a surface parking area and restaurant (The Bear Pit Bar-B-Q; zoned (T)(Q)C2-1 and C2-1) to the southeast and south. Immediately south of The Bear Pit Bar-B-Q parking area is the California Department of Transportation's (Caltrans) right-of-way for the interchange from westbound State Route 118 to southbound Interstate 405 (zoned PF-1XL). There is also an on-ramp to westbound SR-118 from West Sepulveda Boulevard, as well as State Route 118 to the south of the project site. Single-family residences (zoned RS-1) are located approximately 260 feet to the west of the project site, adjacent to the Bermuda Mobile Home Park. The project site is approximately 260 feet west of West Sepulveda Boulevard, which is a six-lane roadway lined with commercial and government (i.e., a U.S. Post Office) uses and another mobile home park in the vicinity of the project site.		
PROJECT LOCATION: 15418 Bermuda Street and 10824-10841 Sepulveda Boulevard, Los Angeles, CA 91345		
COMMUNITY PLAN AREA: Mission Hills–Panorama City–North Hills STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: North Valley	CERTIFIED NEIGHBORHOOD COUNCIL: Mission Hills

EXISTING ZONING: (T)(Q)C2-1 and A2P-1	MAX DENSITY/INTENSITY ALLOWED BY ZONING: 400 s.f./du (78 du) and 1 acre/du (1 du)	LA RIVER ADJACENT: No
GENERAL PLAN LAND USE: Community Commercial	MAX DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 400 s.f./du (78 du)	
	PROPOSED PROJECT DENSITY: 52 du	

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

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by the project, involving at least one impact that requires mitigation (i.e., "Less than Significant with Project Mitigation") as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURAL AND FORESTRY RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS <input type="checkbox"/> GREENHOUSE GAS EMISSIONS	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE <input type="checkbox"/> POPULATION AND HOUSING	<input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEM <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
John Ackerman

PHONE NUMBER:
310-308-9599

APPLICANT ADDRESS:
2609 South Peck Avenue
San Pedro, California 90731

AGENCY REQUIRING CHECKLIST:
Department of City Planning, City of Los Angeles

DATE SUBMITTED:
1/10/19

PROPOSAL NAME (if Applicable):
Bermuda Apartments

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN THE ATTACHMENT, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN THE ATTACHMENT FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.

I. AESTHETICS

Would the project:

a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:

a.	Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with the existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned timberland production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY

Would the project:

a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & pm 10) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

Would the project:

a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES

Would the project:

a.	Cause a substantial adverse change in significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS

Would the project:

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS (cont.)					
<i>Would the project:</i>					
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS					
<i>Would the project:</i>					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY					
<i>Would the project:</i>					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
<i>Would the project:</i>					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					
<i>Would the project:</i>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE					
<i>Would the project:</i>					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING					
<i>Would the project:</i>					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES					
<i>Would the project:</i>					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	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 police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	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 schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES (cont.)					
<i>Would the project:</i>					
d.	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 parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	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 other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION					
<i>Would the project:</i>					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC					
<i>Would the project:</i>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. 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:

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 Resource 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Require or result in the construction or new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

a.	Have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2017-628-EAF and the associated cases CPC-2017-627-VZCJ-SPR and VTT-74855, and an Environmental Impact Report is not necessary.

Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in CEQA Guidelines Section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self-sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall, 200 North Spring Street.

For City information, addresses, and phone numbers: Visit EIR Unit, Room 763, City Hall, 200 North Spring Street, or the following websites:

City of Los Angeles at <http://www.lacity.org>

City Planning and Zoning Information Mapping Automated System (ZIMAS) at <http://www.cityplanning.lacity.org>

Seismic Hazard Maps at <http://gmw.consrv.ca.gov/shmp>

Engineering/Infrastructure/Topographic Maps/Parcel Information at <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA"

PREPARED BY: Laura Frazin Steele	TITLE: City Planner	TELEPHONE NO.: 818-374-9919	DATE: 1/10/19
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Bermuda Apartments

Initial Study

prepared by

City of Los Angeles
Department of City Planning
200 North Spring Street
Los Angeles, California 90012

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

November 2018

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Appendix A	Air Quality and Greenhouse Gas Study
Appendix B	Geotechnical Investigation
Appendix C	Phases I and II Environmental Site Assessments
Appendix D	Noise Study
Appendix E	Traffic (Technical Memorandum, Volume to Capacity Ratios and LOS, HQTAs)

Initial Study

1. Project Title

Bermuda Apartments

2. Lead Agency Name and Address

City of Los Angeles
Department of City Planning
200 North Spring Street
Los Angeles, California 90012

3. Contact Person and Phone Number

Lauren Frazin Steele
818-374-9919

4. Project Location

15418 Bermuda Street and 10824-10841 Sepulveda Boulevard
Los Angeles, CA 91345
Assessor's Parcel Numbers (APNs): 2664-013-023, -036, -037, -039, and -041

5. Project Sponsor's Name and Address

John Ackerman
Ackerman Family Limited Partnership
2609 South Peck Avenue
San Pedro, California 90731

6. General Plan Designation

Community Commercial

7. Zoning

Existing: (T)(Q)C2-1 (tentative, qualified commercial zone) and A2P-1 (agriculture and automobile parking zone)

Proposed: (T)(Q)RAS4-1 (tentative, qualified multiple dwelling residential/accessory services zone)

8. Description of Project

The Bermuda Apartments project (herein referred to as “proposed project” or “project”) would involve the construction of a 52-unit apartment complex on an approximately 2.44-acre site at the southwestern corner of the intersection of Bermuda Street and Sepulveda Boulevard in the Mission Hills-Panama City-North Hills Community Planning area in the City of Los Angeles (City; refer to Figures 1 and 2). The proposed multi-family residential building would be approximately 54.5 feet in height and composed of a total of four stories, including one story (ground floor) for a parking garage and three stories above the parking garage for residential dwelling units. The proposed building would include 28 one-bedroom units and 24 two-bedroom units. The dwelling units would range in size from 618 to 1,085 square feet (sf). Of the 52 units, six percent (four units) would be set aside for Very Low Income individuals/families and five percent (three units) would be set aside for Extremely Low Income individuals/families.

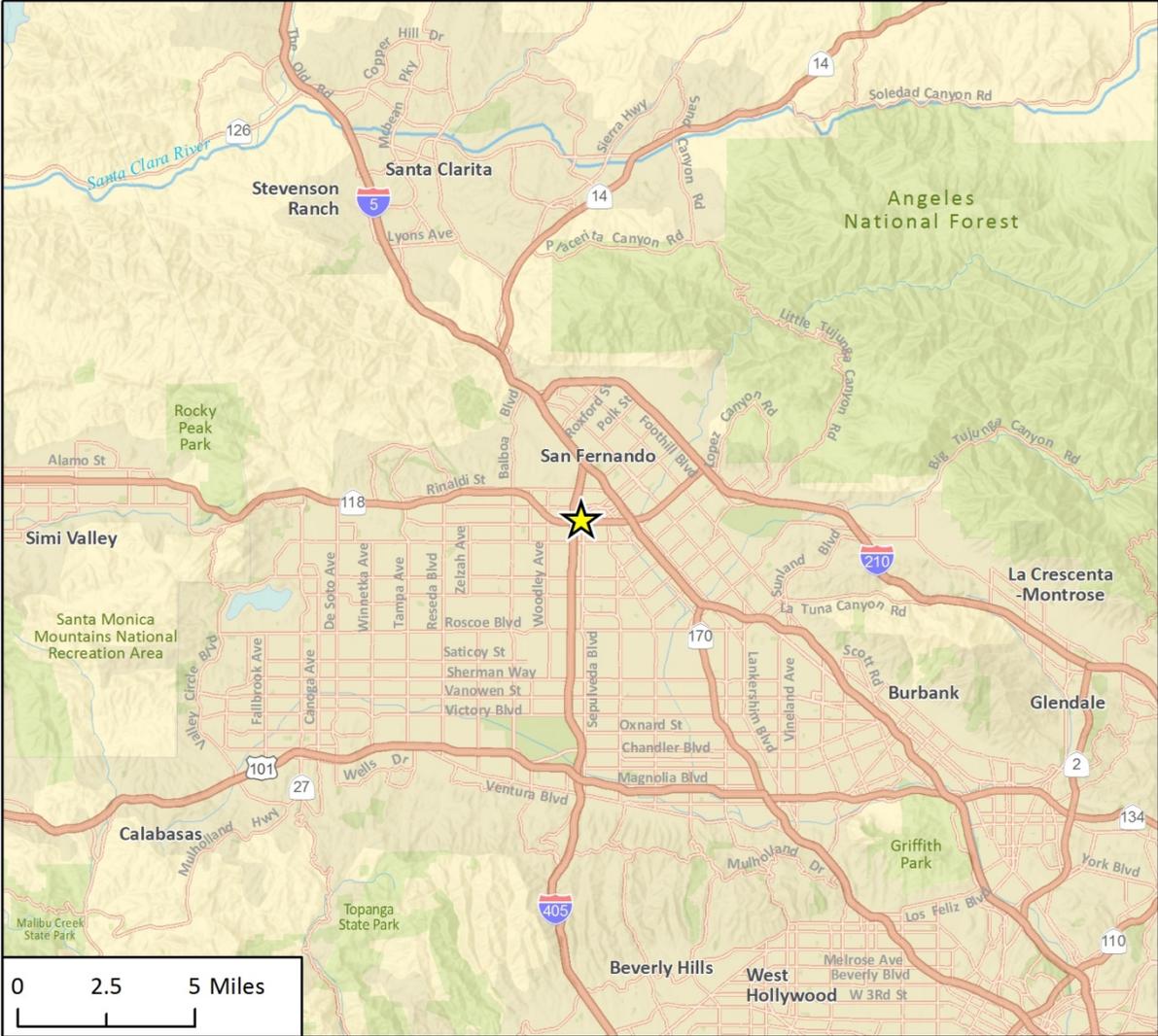
The ground level (first story) would include an approximately 31,005-sf parking garage for future residents. The first story would also include 1,752 sf of residential use (e.g., lobby, mailboxes). The second, third, and fourth stories would only include residential uses and would have floor areas of 19,053 sf, 19,069 sf, and 18,359 sf, respectively. Therefore, the total residential use area associated with the project would be approximately 58,233 sf. The proposed building would be setback 8 feet from the front (north) and west property lines, and 5 feet from the rear (south) and east property lines. The proposed site plan is shown on Figures 3a through 3e.

The building’s exterior would be comprised of smooth finish stucco. The primary exterior color would be dark gray, with white, orange, and light gray accents. The proposed building elevations are shown on Figures 4a and 4b. The exterior of the first story (i.e., the parking garage) would be composed of a sealed, exposed concrete masonry unit wall.

The project would require a minimum of 6,175 sf of common area/open space for future residents. The building would include 6,175 sf of common open space, comprised of a 3,164-sf court yard open to the sky on the second story, a 664-sf community room on the second story, a 712-sf deck open to the sky on the fourth story, and 1,635 sf of decks on the roof.

Based on the numbers of one- and two-bedroom dwelling units proposed, the project would require a minimum of 76 parking spaces per the City of Los Angeles Municipal Code (LAMC) Section 12.21.A.4. The project would include a total of 77 parking spaces, including 34 standard spaces, 1 compact space, 36 tandem spaces (including 18 standard and 18 compact), 2 handicapped van-accessible spaces, and 4 spaces with electric vehicle-charging stations. The project would also include 58 bicycle parking spaces (including 52 long-term spaces and 6 short-term spaces), as well as a 100-sf area for servicing bicycles, as required by the LAMC. Vehicular access to the parking garage would be provided via two driveways (both with an entrance lane and an exit lane) along Bermuda Street.

Figure 1 Regional Location Map



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★ Project Location

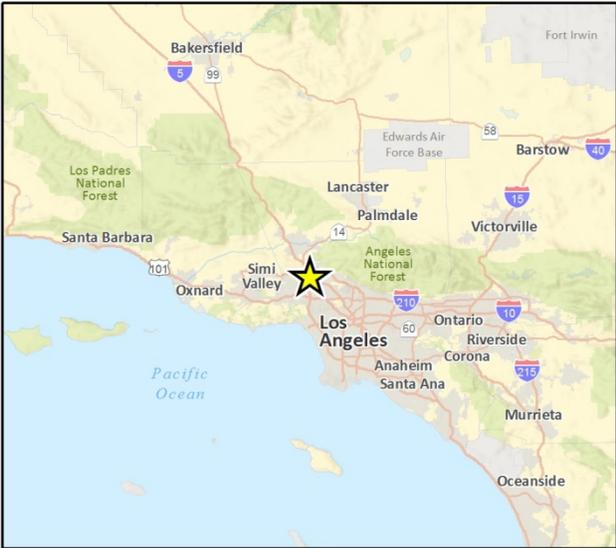


Fig 1 Regional Location

Figure 2 Project Vicinity Map



Imagery provided by Microsoft Bing and its licensors © 2018.

Fig. 2 Project Location

Figure 3a Site Plan – First Story (Parking Garage)

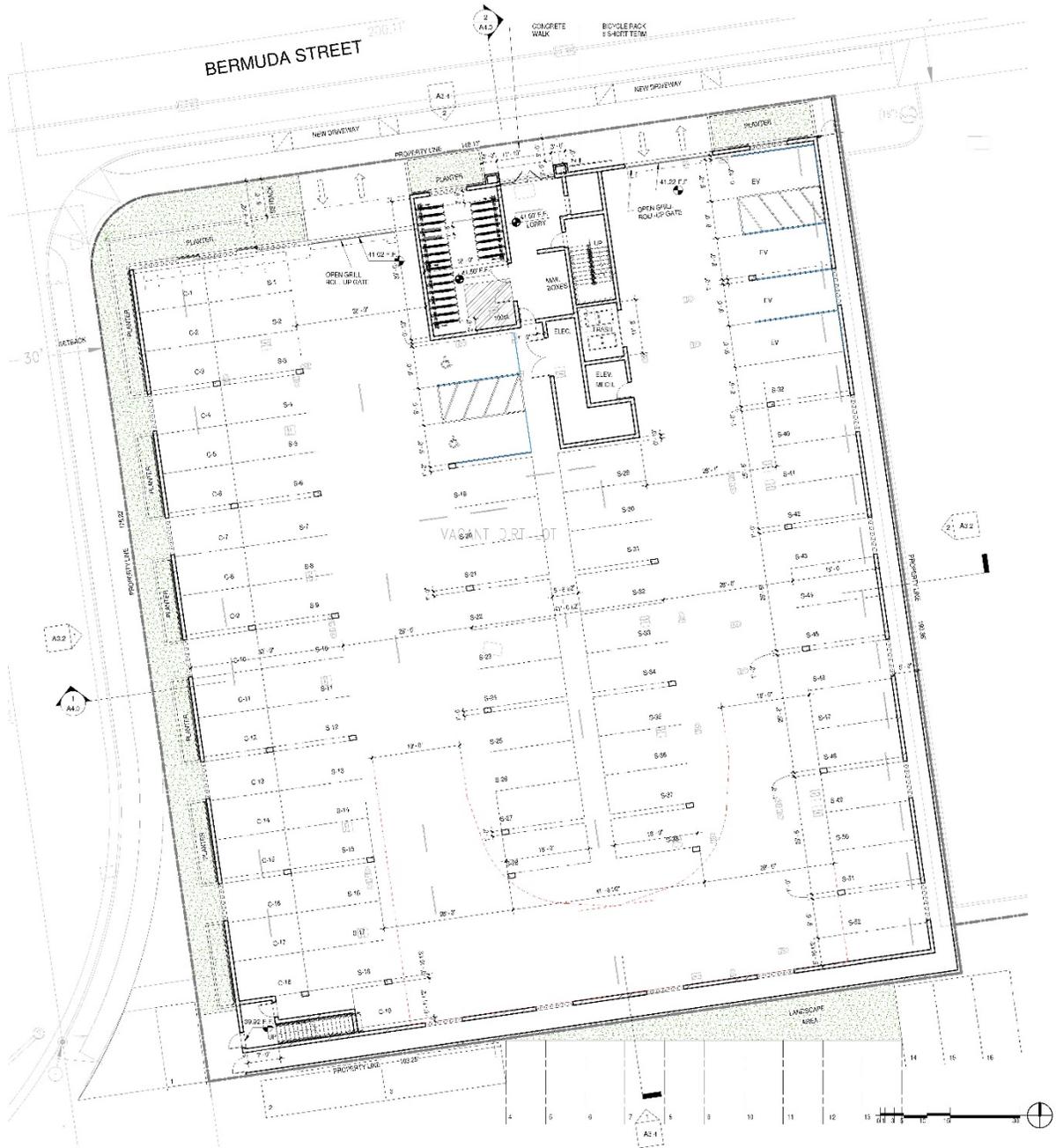


Figure 3b Site Plan – Second Story (Residences)

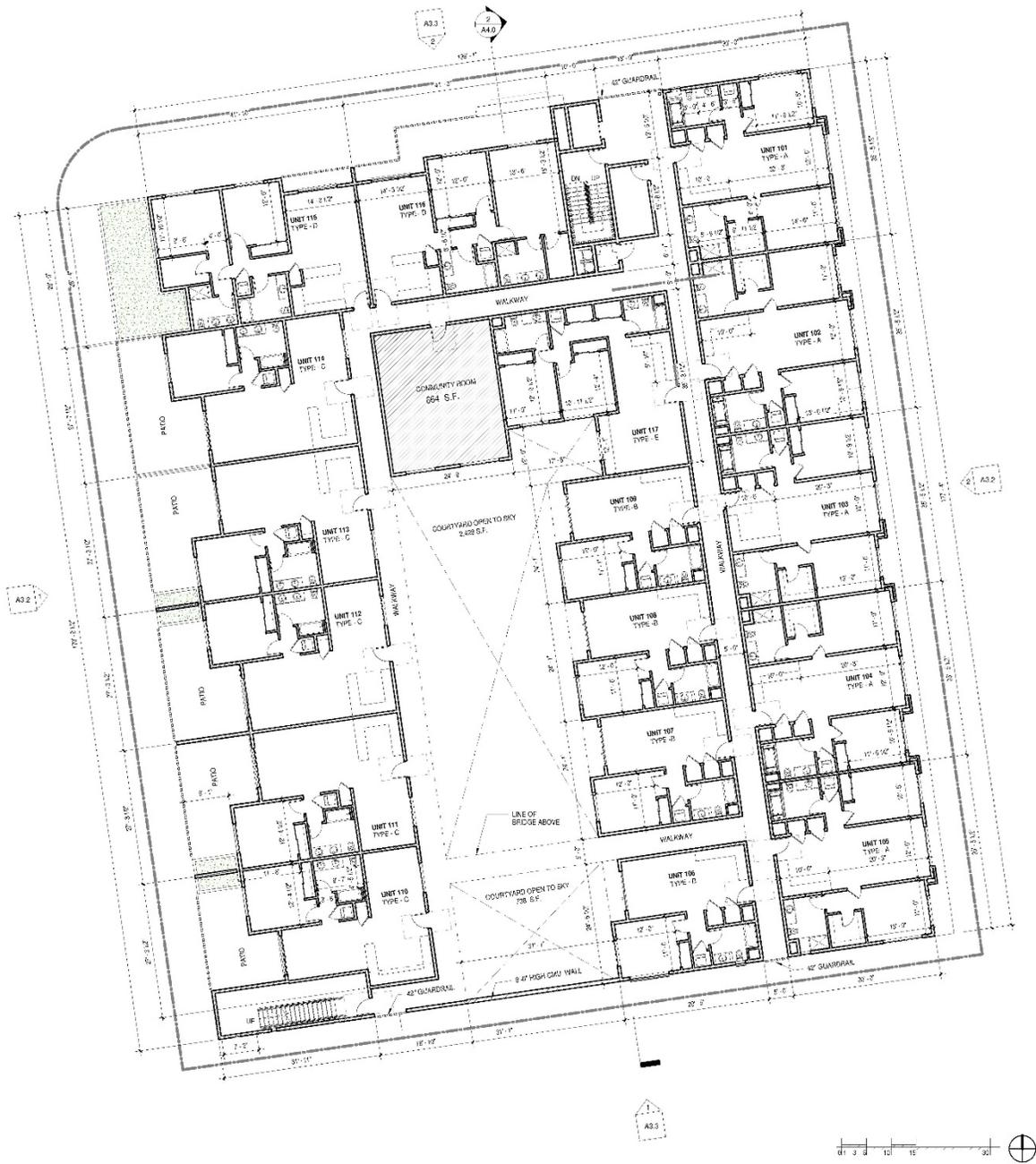


Figure 3c Site Plan – Third Story (Residences)



Figure 3d Site Plan – Fourth Story (Residences)



Figure 3e Site Plan – Roof

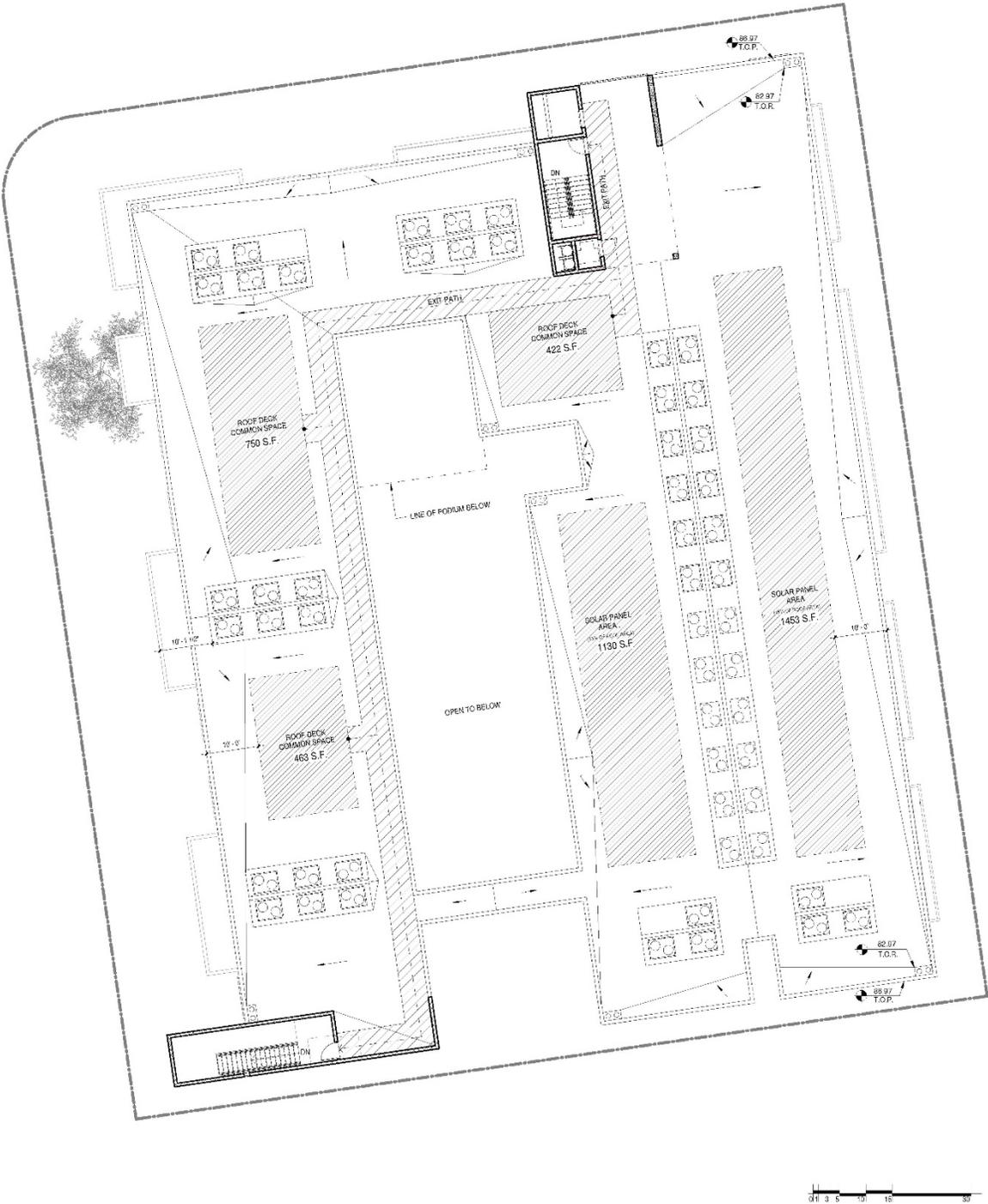


Figure 4a Building Elevations (West and East)



West Elevation

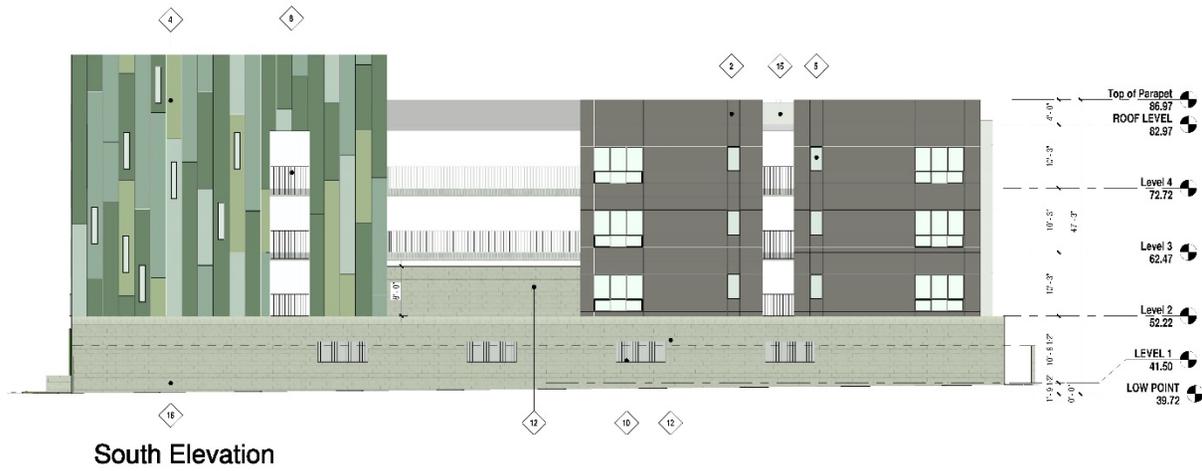
ELEVATION KEYNOTES

- 1 SMOOTH FINISH STUCCO-WHITE
- 2 SMOOTH FINISH STUCCO-DARK GRAY
- 3 SMOOTH FINISH STUCCO-CANDLELIGHT ORANGE
- 4 SMOOTH FINISH STUCCO WITH VERTICAL SCREEDS, VARIOUS COLORS
- 5 ALUMINUM WINDOWS
- 6 ALUMINUM SLIDING DOORS
- 7 PLASTER SCREED TYP.
- 8 STEEL RAILING
- 9 FOAM HOLDINGS
- 10 STEEL VERTICAL LOUVER
- 11 GREENSCREEN
- 12 SEALED EXPOSED CMU WALL
- 13 STEEL GATE
- 14 SMOOTH FINISH STUCCO WITH HORIZONTAL SCREEDS, VARIOUS COLORS
- 15 SMOOTH FINISH STUCCO-LIGHT GRAY
- 16 METAL EXTERIOR DOOR
- 17 ALUMINUM STOREFRONT SYSTEM
- 18 OPENGRILL GARAGE DOOR
- 19 BIKE RACKS
- 20 PLANTER LOW WALL - SEALED EXPOSED CMU WALL
- 21 CANOPY WITH SMOOTH FINISH STUCCO-LIGHT GRAY
- 22 CORRUGATED METAL PANEL



East Elevation

Figure 4b Building Elevations (South and North)



ELEVATION KEYNOTES	
1	SMOOTH FINISH STUCCO-WHITE
2	SMOOTH FINISH STUCCO-DARK GRAY
3	SMOOTH FINISH STUCCO-CANDLELIGHT ORANGE
4	SMOOTH FINISH STUCCO-WITH VERTICAL SCREEDS, VARIOUS COLORS
5	ALUMINUM WINDOWS
6	ALUMINUM SLIDING DOORS
7	PLASTER SCREED TYP.
8	STEEL RAILING
9	FOAM MOLDINGS
10	STEEL VERTICAL LOUVER
11	GREENSCREEN
12	SEALED EXPOSED CMU WALL
13	STEEL GATE
14	SMOOTH FINISH STUCCO-WITH HORIZONTAL SCREEDS, VARIOUS COLORS
15	SMOOTH FINISH STUCCO-LIGHT GRAY
16	METAL EXTERIOR DOOR
17	ALUMINUM STOREFRONT SYSTEM
18	OPENGRILL GARAGE DOOR
19	BIKE RACKS
20	PLANTER LOW WALL - SEALED EXPOSED CMU WALL
21	CANOPY WITH SMOOTH FINISH STUCCO-LIGHT GRAY
22	CORRUGATED METAL PANEL



Because the project would result in removal of 16 parking spaces for the restaurant to the southeast (The Bear Pit Bar-B-Q), the project would include restriping the parking area immediately south of the proposed building's southern edge to replace the 16 parking spaces at a 1:1 ratio.

Low-wall planters would be constructed adjacent to the parking garage's north and west sides. These planters would be landscaped with a variety of tall columnar trees (e.g., maidenhair tree [*Ginkgo biloba*] and water gum [*Tristania laurina*]) succulent accent trees (e.g., tree aloe [*Aloe 'Hercules'*] and golden Spanish dagger [*Yucca aloifolia 'Marginata'*]), small accent trees (e.g., afterdark peppermint tree [*Agonis flexuosa 'Jervis Bay'*] and western redbud [*Cercis occidentalis*]), accent plants (e.g., agave [*Agave spp.*] and aloe [*Aloe spp.*]), and grasses (e.g., large cape rush [*Chondropetalum elephantinum*], variegated turf lily [*Dianella tasmanica 'variegata'*], and dwarf mat rush [*Lomandra longifolia 'breeze'*]). Climbing vines (e.g., creeping fig [*Ficus pumila*] and English ivy [*Hedera helix*]) would be planted along the south and east sides of the parking garage. The adjacent parkway along the north and west sides of the building would be planted with sod (e.g., native bent grass [*Agrostis pallens*]) and street trees (e.g., crepe myrtle [*Lagerstroemia indica*] and London plane tree [*Platanus acerfolia 'bloodgood'*]). The courtyards and decks in the building's interior would be landscaped with similar species, and would also include benches, lounge seating, dining tables, barbeques, and fire pits.

A minimum of fifteen percent of the roof would contain solar panels to provide some of the electricity required for the building (Figure 3e).

Construction activities would include the removal and recompacting of soil to a minimum depth of six feet below existing grade. All soil would be processed and balanced on-site, and no import or export of soil would be necessary.

9. Surrounding Land Uses and Setting

The project footprint is mostly comprised of vacant land in a highly urbanized area. The southernmost portion of the project site is currently used as a paved surface parking area. A surface parking area and restaurant (Coco's Bakery Restaurant; zoned (T)(Q)C2-1 and C2-1) are located on the eastern portion of the project site, and a surface parking area and restaurant (The Bear Pit Bar-B-Q; zoned (T)(Q)C2-1 and C2-1) are located on the southeastern portion. The project site is designated as an Urban Agriculture Incentive Zone and a High Wind Velocity area by the City. The project site is at approximately 940 feet above mean sea level and is generally flat. The project site is surrounded by development, including the Bermuda Mobile Home Park (zoned RMP-1) to the north and west of Bermuda Street and a surface parking area and fast-food restaurant (Kentucky Fried Chicken [KFC]; zoned P-1 and C2-1) to the northeast. Immediately south of the project site is the California Department of Transportation's (Caltrans) right-of-way for the interchange from westbound State Route (SR-) 118 to southbound Interstate (I-) 405 (zoned PF-1XL). There is also an on-ramp to westbound SR-118 from West Sepulveda Boulevard, as well as SR-118 to the south of the project site. Single-family residences (zoned RS-1) are located approximately 260 feet to the west of the project site, adjacent to the Bermuda Mobile Home Park. The project site is approximately 260 feet west of West Sepulveda Boulevard, which is a six-lane roadway lined with commercial and government (i.e., a U.S. Post Office) uses and another mobile home park in the vicinity of the project site.

10. Discretionary Actions and Approvals

The applicant is requesting the following discretionary approvals to allow the project:

- Pursuant to LAMC Section 12.32, a Vesting Zone Change from (T)(Q)C2-1 and A2P-1 to (T)(Q)RAS4-1 to allow for residential use on the project site.
- Pursuant to LAMC Section 16.05, Site Plan Review for a project that results in more than 50 dwelling units.
- Pursuant to LAMC Section 17.15, the applicant requests approval of Vesting Tentative Tract (VTT) Map No. 74855, for subdivision purposes.
- Pursuant to various sections of the LAMC, the applicant will request approvals and permits from the City Department of Building and Safety for project construction activities. The applicant shall comply with any requirements with the City Department of Building and Safety, Grading Division for the recordation of the final map and issuance of any permit.

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Environmental Impacts Explanations

1 Aesthetics

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

A significant impact would occur if the project would introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The determination of whether a project would result in a significant impact on a scenic vista shall be made considering the following factors:

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

The project site is located in the Mission Hills-Panorama City-North Hills Community Planning area. The area surrounding the project site has a pattern of low- to medium-density commercial and residential uses, specifically single-family homes, mobile homes, and low-rise commercial buildings. In the vicinity of the project site, Sepulveda Boulevard is developed with a mix of low- and mid-rise commercial and residential buildings. Two freeways are in proximity to the project site: SR-118 is approximately 200 feet south of the project site and I-405 is approximately 900 feet west of the project site.

Although the project would have a greater height and massing than immediately adjacent development, the project would be consistent with the pattern of development along Sepulveda Boulevard. The project is an infill development and would not obstruct any views of unique scenic vistas or focal points (City of Los Angeles [City] 2001a). Therefore, impacts related to scenic vistas would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact would occur if the project would substantially damage scenic resources within a State Scenic Highway. Based on the Citywide General Plan Circulation System Map A2 in the Mobility Element of the City's General Plan, the project site is located within 600 feet of Brand Boulevard, a designated City scenic highway (City 2015a). However, the project site currently consists of mostly vacant land with a portion of paved surface area and does not include any scenic resources that could be damaged during project construction or operation; therefore, no impact related to scenic resources within a state scenic highway would occur.

NO IMPACT

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

A significant impact would occur if the project would substantially degrade the existing visual character or quality of the project site and/or its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the project detract from the visual character of an area.

The project site is currently mostly vacant land with a surface parking area. Caltrans' right-of-way for the interchange from westbound SR-118 to southbound I-405, an on-ramp to westbound SR-118 from West Sepulveda Boulevard, and SR-118 are located immediately south of the project site. The Bermuda Mobile Home Park is located to the west and north, one-story single-family residential units are located to the west, and surface parking areas and restaurants are located to the northeast, east, and southeast. Sepulveda Boulevard and commercial uses with surface parking are located to the northeast.

Although the proposed building would be taller than surrounding developments, the project would include design features and landscaping improvements to enhance the visual quality of the area. Accordingly, the project would not degrade the existing visual character or quality of the site and its surroundings.

The following regulatory compliance measures (RCMs), as contained in the City's Mitigation Monitoring Plan, would apply to the project and would further reduce impacts to visual character:

RC-AE-3 (Vandalism)

Compliance with provisions of the Los Angeles Building Code. The project shall comply with all applicable building code requirements, including the following:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

RC-AE-4 (Signage)

The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

RC-AE-5 (Signage on Construction Barriers)

Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier.

- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of off-site activity.

The project site is in an urbanized area with high levels of existing lighting. Primary sources of light adjacent to the project site include lighting associated with the existing commercial buildings, residential buildings, parking lots, street lights along Sepulveda Boulevard, and headlights from vehicles on the streets. The primary source of glare adjacent to the project site is the sun's reflection from metallic and glass surfaces on vehicles parked on the streets bordering the project site.

Exterior windows and rooftop solar panels on the proposed building could incrementally increase the reflected sunlight during certain times of the day, and project lighting could incrementally increase light levels on adjacent properties due to a greater number of windows in a four-story building compared to the existing setting (i.e., vacant land and parking lot).

The project would incorporate exterior lighting in the form of pedestrian walkway lighting, courtyard lighting, building mounted lighting, and other safety-related lighting. These light sources would not have a significant impact on the night sky, as they would not substantially change existing nighttime lighting conditions and security lighting would be low-level LEDs and directed on-site. Further, the project site is located in an urbanized area with high ambient light levels. Therefore, a less than significant impact would result. In addition, the project would be subject to the City's Green Building Code (Chapter IX, Article 9), which identifies maximum allowable backlight, upright, and glare ratings (LAMC Table 5.106.8).

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

- a. *Would the project convert Prime Farmland, Unique Farmland, 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?*

A significant impact may occur if the project were to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. The project site was used for agricultural purposes from at least 1928 to 1947 with orchard remnants visible until at least 1981. The project site is currently comprised mostly of vacant, unpaved land with a portion that is currently used as a paved surface parking area. The project site is designated by the City's General Plan as Community Commercial (City 2018). The California Department of Conservation's map of Los Angeles County Important Farmland shows that the project site is within an area of "urban and built-up land" and not within an area of "prime farmland" (California Department of Conservation 2017). Therefore, no impact to Farmland would occur.

NO IMPACT

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

A significant impact may occur if the project were to conflict with existing zoning for agricultural use or a Williamson Act contract. The project site is designated as an Urban Agriculture Incentive Zone (UAIZ). The UAIZ is a statewide program that offers reduced property tax assessments in exchange for converting vacant or unimproved property to an agricultural use. Although the project site is zoned for agricultural use (A2P-1), such use at the project site would not be compatible with adjacent and surrounding land uses, which include commercial and residential development, as well as major transportation corridors (SR-118 and I-405). In addition, the project site is not under any Williamson Act contract (California Department of Conservation 2016). The project would not involve any development that could result in the conversion of existing Farmland to non-agricultural uses. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact would occur if the project would conflict with existing zoning for, or cause rezoning of, forest land or timberland. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the project would not conflict with forest land or timberland zoning. Therefore, no impact would occur.

NO IMPACT

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

A significant impact would occur if the project would result in the loss of forest land or in conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

NO IMPACT

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

A significant impact may occur if the project were to involve other changes which could result in conversion of Farmland to other non-agricultural uses. As discussed above, the project would not involve any development that could result in the conversion of Farmland to non-agricultural uses. Therefore, no impact to Farmland would occur.

NO IMPACT

3 Air Quality

The analysis of impacts related to air quality is based on the Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc. [Rincon] 2018a) prepared for the project, which is included in its entirety as Appendix A. A summary of project-related impacts is presented below. It is noted that this analysis is based on a project construction period of May 2018 to April 2019 (12 months). However, the construction period has been revised to August 2019 to April 2021 (21 months). Because the construction period is currently projected to be nine months longer than what was used to model impacts in the Air Quality and Greenhouse Gas Study, this analysis is considered to be conservative. Actual impacts would be less than what is presented below because construction emissions would be distributed over a longer timeframe and vehicular emissions standards become more stringent as time progresses.

Air Quality Standards and Management

The project site is in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not air quality standards are met or exceeded, the SCAB is classified as being in “attainment” or “nonattainment” for the following air pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb).

According to the California Air Resources Board (ARB), the SCAB is in nonattainment for both the federal and state one-hour and eight-hour ozone standards, the state PM₁₀ standard, the federal 24-hour PM_{2.5} standard, and the federal and state annual PM_{2.5} standard. This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the SCAB. Due to this nonattainment status, strategies to reduce pollutant levels to recognized acceptable standards are required to be implemented in the SCAB. Accordingly, the SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of federal and state air quality standards.

Under California law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the SCAQMD is in nonattainment. The latest AQMP, the 2016 AQMP, was recently adopted on March 3, 2017. The Southern California Association of Government’s (SCAG) socio-economic (e.g., population, housing, employment by industry) and transportation activities projections from the *2016 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) are integrated into the 2016 AQMP.

Significance Thresholds

The SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and project operations. These thresholds are shown in Table 1.

Table 1 SCAQMD Air Quality Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG ¹	55 pounds per day of ROG ¹
100 pounds per day of NO _x ¹	55 pounds per day of NO _x ¹
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO _x	150 pounds per day of SO _x
150 pounds per day of PM ₁₀	150 pounds per day of PM ₁₀
55 pounds per day of PM _{2.5}	55 pounds per day of PM _{2.5}

¹ Reactive Organic Gases (ROG; also referred to as Volatile Organic Compounds [VOC]) and nitrogen oxides (NO_x) are ozone precursors. Ozone is a photochemical pollutant and needs ROG and sunlight to form; therefore, VOCs and NO_x are ozone precursors.

Source: SCAQMD 2015

The SCAQMD has also developed Localized Significance Thresholds (LSTs), which were devised in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4) that was prepared to update the SCAQMD’s *CEQA Air Quality Handbook*. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs do not apply to mobile sources such as vehicles on a roadway (SCAQMD 2008a).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres, while the SCAQMD’s *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the project. Because the disturbance area encompasses approximately 0.7 acre, LSTs for a 1-acre site were used to provide a more conservative analysis. The project site is located in Source Receptor Area 7 (SRA-7, East San Fernando Valley), and the LSTs for construction on a 1-acre site in SRA-7 are shown in Table 2. According to the SCAQMD’s publication *Final Localized Significant (LST) Thresholds Methodology*, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, for the purpose of this analysis, it is assumed that the nearest receptor is located at a distance of 25 meters (SCAQMD 2008a).

Table 2 SCAQMD LSTs for Construction (SRA-7)

Pollutant	Allowable Emissions (pounds per day) ¹
Gradual conversion of NO _x to NO ₂	86
CO	547
PM ₁₀	5
PM _{2.5}	3

¹ Allowable emissions from a 1-acre site in SRA-7 for a receptor 25 meters away calculated following SCAQMD’s methodologies for projects that are between one and two acres in size.

Source: SCAQMD 2009

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

A significant air quality impact may occur if the project is not consistent with the applicable AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. According to SCAQMD, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population, housing, or employment growth forecast.

The 2016 AQMP was developed using SCAG's population forecasts. Based on a 2017 population estimate, the City has a current population of 4,041,707 with an average household size of 2.86 persons (California Department of Finance 2017). SCAG forecasts that the population of Los Angeles will grow to 4,609,400 by 2040, which is an increase of 567,693 (12 percent) relative to the 2017 population (SCAG n.d.).

Based on the current average household size in the City, the 52-unit project would add an estimated 149 residents. Assuming conservatively that all residents would move from outside the City of Los Angeles, the project would bring the total Los Angeles population to 4,041,856. The level of population growth associated with the project falls within SCAG population forecasts for the City. Therefore, the project would not conflict with the population forecasts contained in the 2016 AQMP and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact would occur if project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation, or if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant.

The monitoring stations located closest to the project are the Reseda Station, which is located approximately 6.2 miles southwest of the project site, and the Santa Clarita-Placerita Station, which is located approximately 8.5 miles northwest of the project site. The data collected at the stations indicates that the federal and state 8-hour ozone standards have been exceeded each year from 2014 to 2016; the state worst-hour ozone standards were also exceeded each year from 2014 to 2016. The PM_{2.5} federal standard was exceeded in 2015. No other federal or state standards were exceeded at these monitoring stations between 2014 and 2016.

Construction Emissions

As shown in Table 3, estimated maximum daily ROG, NO_x, CO, PM₁₀, and PM_{2.5} construction emissions would not exceed SCAQMD regional thresholds or LSTs. Because project construction would not exceed SCAQMD's regional construction thresholds or LSTs, project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, construction-related emissions would be less than significant.

Table 3 Project Construction Emissions

Emission Source	Maximum Emissions (pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Construction Year 2018	2.9	20.8	16.8	3.7	2.2
Construction Year 2019	6.6	19.2	18.4	1.8	1.2
Entire Construction Period	6.6	20.8	18.4	3.7	2.2
SCAQMD Regional Threshold	75	100	550	150	55
Threshold Exceeded?	No	No	No	No	No
SCAQMD Localized Significance Threshold (on-site only)	N/A	86	547	5	3
Threshold Exceeded?	N/A	No	No	No	No

Notes: All emissions modeling was done using CalEEMod. See Appendix A of the Air Quality and Greenhouse Gas Study (Appendix A of this Initial Study) for modeling worksheets. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

Source: Rincon 2018a

The following RCMs, as contained in the City’s Mitigation Monitoring Plan, would further reduce impacts related to construction emissions:

RC-AQ-1 (Demolition, Grading, and Construction Activities: Compliance with provisions of the SCAQMD District Rule 403)

The Project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RC-AQ-2 (Engine Idling)

In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RC-AQ-3 (Emission Standards)

In accordance with Sections 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RC-AQ-4 (Architectural Coatings)

The project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

RC-AQ-6 (Best Available Control Technology)

New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

Operational Emissions

The project would include construction of a 52-unit apartment complex and the subdivision and re-merger of land into three ground lots. The 52-unit apartment complex would be constructed on Lot 3, and no new construction would occur on Lots 1 and 2. Table 4 summarizes estimated emissions associated with operation of the apartment complex. Project operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants; therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of any criteria pollutant.

Table 4 Project Operational Emissions

Emission Source	Maximum Daily Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	1.4	<0.1	4.3	<0.01	<0.1	<0.1
Energy	<0.1	0.1	<0.1	<0.01	<0.1	<0.1
Mobile	0.7	3.5	9.5	<0.1	2.5	0.7
Total Project Emissions	2.1	3.7	14.4	<0.1	2.6	0.7
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: All emissions modeling was done using CalEEMod. See Appendix A of the Air Quality and Greenhouse Gas Study (Appendix A of this Initial Study) for modeling worksheets. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results that include compliance with regulations and project design features that would be included in the project. Emissions presented are the highest of the winter and summer modeled emissions.

Source: Rincon 2018a

LESS THAN SIGNIFICANT IMPACT

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

See response to question 3.b, above. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A project may have a significant impact if a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

The sensitive receptors closest to the project site are the residents of Bermuda Mobile Home Park located directly across Bermuda Street to the north and west. Additionally, there are single-family residences west of the project site (west of Bermuda Mobile Home Park) and there is another mobile home park directly to the east of the project site on the east side of six-lane Sepulveda Boulevard.

Two freeways are in proximity to the project site: SR-118 is approximately 200 feet south of the project site and I-405 is approximately 900 feet west of the project site. Freeways are a major stationary source of air pollution. The proposed project would adhere to Citywide Design Guidelines, including those that address freeway proximity.

A CO hotspot is a localized concentration of CO that exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (ARB 2016a). The entire SCAB is in conformance with federal and state CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the project site have monitored CO in the last four years. In 2012, the Reseda Station detected an 8-hour maximum CO concentration of 0.82 ppm, which is substantially below the federal and state standard of 9 ppm (United States

Environmental Protection Agency [U.S. EPA] 2017). As shown in Table 4, the project would generate maximum daily CO emissions of approximately 14.4 pounds per day, which is well below the SCAQMD threshold of 550 pounds per day. Furthermore, the project would not exceed the LST threshold for CO.

Both the SCAQMD and LST thresholds are designed to protect public health. See response to question 3.b, above, for discussion of PM₁₀, PM_{2.5}, and NO_x emissions. Based on the low background level of CO in the project area, ever-improving vehicle emissions standards for new cars in accordance with federal and state regulations, and the project's low level of operational CO emissions, the project would not result in the creation of new CO hotspots or contribute substantially to existing CO hotspots. Therefore, localized air quality effects related to CO hotspots would not occur and impacts to sensitive receptors would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A project may have a significant impact if a project would generate an objectionable odor to a degree that would significantly affect sensitive receptors. A project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD's *CEQA Air Quality Handbook* (1993), 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 construction and operation of the proposed multi-family residential building would not introduce any such uses on the project site and would comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, no impact related to objectionable odors would occur.

NO IMPACT

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4 Biological Resources

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

A project would have a significant impact on biological resources if it could result in the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, sensitive species, or a Species of Special Concern, or through the degradation of sensitive habitat.

The project site is located in an urbanized area of the City. The project site is mostly vacant land with a portion of paved surface area and lacks natural habitat. The surrounding properties have been developed with commercial and residential urban land uses, as well as major transportation corridors. Therefore, no wetland, riparian, or other sensitive natural communities or federal- or state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna are located on or adjacent to the project site. Nonetheless, there are mature trees to the south of the project site within Caltrans' right-of-way, which could potentially serve as nesting habitat for raptors and other bird species. The proposed project would not involve removal of any trees from the project site. Nesting birds are protected under the federal Migratory Bird Treaty Act (Title 33 U.S. Code Section 703 et seq.; see also Title 50 Code of Federal Regulations Part 10) and Section 3503 of the California Fish and Game Code. Accordingly, the project applicant would be required to comply with Mitigation Measure IV-20 to ensure that no significant impacts to nesting birds would occur. With mitigation, impacts would be reduced to a less than significant level.

IV-20 Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas)

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The site is in an urban area lacking native biological habitat. No riparian habitats or other sensitive natural communities are on or adjacent to the project site (City 2001a). Consequently, no impact to sensitive natural communities would occur.

NO IMPACT

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

The project site is located in an urbanized area that is developed with commercial and residential uses. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act (U.S. Fish and Wildlife Service 2017). Therefore, the project would not affect federally protected wetlands through direct removal, filling, hydrological interruption, or other means, and no impact would occur.

NO IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

A project would normally have a significant impact on biological resources if it could result in interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

Due to the urbanized nature of the project site and surrounding area, the lack of a major water body, and the lack of mature trees, the project site does not support habitat for native resident or migratory species or contain nurseries. Therefore, the project would not interfere with wildlife movement or migratory corridors or impede the use of native wildlife nursery sites, and no impact would occur.

NO IMPACT

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

A project-related significant adverse effect could occur if the project would cause an impact that is inconsistent with local regulations pertaining to biological resources (e.g., the City of Los Angeles Protected Tree Ordinance No. 177,404). No protected trees are present on-site; therefore, no local policies or ordinances apply to the project, and no impact would occur.

NO IMPACT

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

The parcel is designated in the City's General Plan as Community Commercial and is surrounded by other commercial and residential properties, as well as major transportation corridors. In addition, the project site is not located within an area that is subject to an adopted conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (City 2001a). Therefore, no impact would occur.

NO IMPACT

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5 Cultural Resources

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

Section 21084.1 of CEQA requires that a lead agency determine whether a project could have a significant effect on historical resources. A historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

The City of Los Angeles has an active city-wide survey program to identify and evaluate historic resources for long term planning purposes. The project site is located in the Mission Hills-Panorama City-North Hills Community Planning Area and has not been identified as a historic resource (City 2013a). A restaurant abutting the project site, The Bear Pit Bar-B-Q, located at 10825 Sepulveda Boulevard, is identified as an Individual Resource under the historic context Commercial Development, 1850-1980, as an example of a significant “long-term location of a business important to the commercial identity of Mission Hills” (SurveyLA 2014). The survey concluded, however, that the property may not be eligible for listing in the CRHR and the National Register of Historic Places. Monterey Mobile Manor, a mobile home park located within a 500-foot radius of the project site, may have potential significance as an intact example of a postwar mobile home park. However, the property is not fully visible from the street and could therefore not be evaluated (SurveyLA 2014). Construction and operation of the project would not directly or indirectly affect The Bear Pit Bar-B-Q or the Monterey Mobile Manor. Accordingly, any impact to historical resources would be less than significant.

Tribal Cultural Resources, including AB52 consultation, are discussed in Section 10 of the MND and by reference are incorporated herein.

LESS THAN SIGNIFICANT IMPACT

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

Section 15064.5 of the *CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The project site is in an urbanized area and has been previously disturbed in conjunction with construction of the surface parking lot. Although no substantial excavation is required for the project, there is the potential for archaeological resources to be discovered during project construction.

Should resources be discovered, compliance with the below RCM, as contained in the City’s Mitigation Monitoring Plan, would reduce impacts to a less than significant level.

RC-CR-2 (Archaeological)

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact could occur if construction activities associated with the project would disturb paleontological or unique geological features. The geotechnical report did not identify any unique geological features on the project site (Appendix B). Should paleontological resources be discovered during project construction, compliance with the below RCM, as contained in the City's Mitigation Monitoring Plan, would reduce impacts to a less than significant level:

RC-CR-3 (Paleontological)

If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in

accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact would occur if previously interred human remains would be disturbed during grading of the project site. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains could be encountered during project construction. Should human remains be discovered during project construction, compliance with the below RCM, as contained in the City's Mitigation Monitoring Plan, would reduce impacts to a less than significant level:

RC-CR-4 Cultural Resources (Human Remains)

If human remains are encountered unexpectedly during construction demolition and/or grading 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 California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, California 90033
(323) 343-0512 (8 a.m. to 5 p.m. Mondays through Fridays) or
(323) 343-0714 (after hours, Saturdays, Sundays, and holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the project applicant, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

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6 Geology and Soils

A Preliminary Geotechnical Engineering Report (Earth Systems Pacific 2018) was prepared for the project, which is included in its entirety as Appendix B. The report examined the geologic setting and conditions, as well as seismic hazards, and made several recommendations for project design and construction for an approximately 1.2-acre site where the 52-unit apartment building is proposed to be located. The following analysis is based in part on this report. In addition, the Grading Division of the Department of Building and Safety reviewed and approved the Vesting Tentative Tract Map.

- a. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*

A project would have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of these specific issues, a significant impact may occur if:

- A project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed; or
- A proposed 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.

Similar to all of southern California, the project site is subject to strong ground shaking associated with active and/or potentially active faults in the region. The nearest active fault of the project site is the Northridge Fault, located approximately 1.0 kilometer (0.6 mile) from the project site (City 2018).

The Alquist-Priolo Act requires the State Geologist to map active earthquake fault zones. The project site lies outside the Alquist-Priolo Special Study Zone Areas and Fault Rupture Study Areas defined by Exhibit A within the Safety Element of the City's General Plan (City 1996a). Therefore, the project would not expose people or structures to potential adverse effects resulting from the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Furthermore, the project would be built to current seismic safety standards. Therefore, no impact would occur.

NO IMPACT

- b. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

The entire southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the project could expose people and structures to strong seismic ground shaking. However, the project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The project would be required to comply with the seismic safety requirements in the International Building Code (IBC), the California Building Code (CBC), and the LAMC, as well as standards from the California Department of

Conservation and the California Division of Mines and Geology (CDMG). Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

A project would have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project site is located in an area identified as having a high risk of liquefaction.

The project site is relatively flat and is not located in an area that is designated as a Liquefaction Area on Exhibit B, *Areas Susceptible to Liquefaction*, within the Safety Element of the City's General Plan (City 1996a) or the City's *Zone Information and Map Access System (ZIMAS; City 2018)*. In addition, the Preliminary Geotechnical Engineering Report (Earth Systems Pacific 2018) determined that because groundwater beneath the project site is in excess of 50 feet below the existing ground surface, the potential for liquefaction-induced damage to structures at the project site would be negligible. Therefore, no impact would occur.

NO IMPACT

- d. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

A significant impact could occur if the project would be implemented on a site located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. The project site is not located in an area designated as a hillside or landslide area on Exhibit C, *Landslide Inventory & Hillside Areas*, within the Safety Element of the City's General Plan (City 1996a). In addition, according to ZIMAS, the project site is not located in a Hillside Area or Bureau of Engineering Special Grading Area (City 2018). The project site and surrounding area are relatively flat. Therefore, the project would not expose people or structures to potential effects resulting from landslides and no impact would occur.

NO IMPACT

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

A significant impact would occur if construction activities or proposed uses would result in substantial soil erosion or loss of topsoil. Construction of the project would result in ground surface disturbance during site clearance and grading, which could create the potential for soil erosion. Accordingly, short-term erosion impacts may result from construction of the project. However, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. The project would implement recommendations identified in the project-specific Preliminary Geotechnical Engineering Report (Earth Systems Pacific 2018). Adherence to recommendations pertaining to site preparation and excavation, in particular, would minimize impacts related to soil erosion. In addition, construction would be performed in accordance with the requirements of the Los Angeles Building Code, as well as the Los Angeles Regional Water Quality

Control Board (LARWQCB) through the City's Stormwater Management Division. The project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP).

In addition, implementation of Mitigation Measure VI-20 would ensure the reduction of project construction impacts to less than significant levels:

VI-20 Erosion/Grading/Short-Term Construction Impacts

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

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

A project would have a significant geologic hazard impact if any unstable geologic conditions would result in any type of geologic failure, including landslides, lateral spreading, subsidence, liquefaction, or collapse.

The project site is flat and is not located in the vicinity of any hillside areas. According to Exhibit C, *Landslide Inventory & Hillside Area*, within the Safety Element of the City's General Plan (City 1996a) and the City's ZIMAS (City 2018), the project site is not located in a landslide area. As part of the Preliminary Geotechnical Engineering Report (Earth Systems Pacific 2018), subsurface borings were taken and analyzed to a depth of 51.5 feet at the project site. On-site soils consist of artificial fill soils that are predominantly silty sands with varying amounts of clay to a depth of approximately four feet below the existing ground surface. Below the artificial fill soils is alluvium consisting predominantly of silty sands with interbedded strata of clayey sands and poorly-graded sands. No groundwater was encountered in any of the borings to the maximum depth explored (i.e., 51.5 feet). On-site historic high groundwater level is about 200 feet below existing grade (Earth Systems Pacific 2018). Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not located within an oil field or within an oil drilling area according to Exhibit E, *Oil Field & Oil Drilling Area*, in the Safety Element of the City's General Plan and ZIMAS (City 1996a; City 2018). The project would be required to implement standard construction practices that would ensure that the integrity of the project site and proposed structures are maintained. Construction would be required to comply with the IBC, CBC, and LAMC, which are designed to ensure safe construction and include building foundation requirements appropriate to site conditions.

The Preliminary Geotechnical Engineering Report determined that the project site contains a layer of fill soils up to approximately four feet below ground surface that consist predominantly of silty sand with varying amounts of clay. These fill soils were determined to not be suitable for the support of the proposed structure, slabs, pavement, sidewalks, and other hardscapes, as they have a moderate potential for collapse (Earth Systems Pacific 2018). Accordingly, the proposed project

would include removal and recompacting of soil to a minimum depth of six feet below existing grade. All soil would be processed and balanced on-site, and no import or export of soils would be necessary. With recompacting of on-site fill soils included as part of the proposed project, impacts associated with unstable soils would be less than significant.

In addition, the project would be required to implement standard construction practices that would ensure that the integrity of the project site and proposed structures are maintained. Construction would be required to comply with the IBC, CBC, and LAMC, which are designed to ensure safe construction and include building foundation requirements appropriate to site conditions. Thus, with implementation of building code requirements and the RCM listed below, as contained in the City's Mitigation Monitoring Plan, the potential for landslide, lateral spreading, subsidence, liquefaction or collapse would be low and associated impacts would be less than significant.

RC-GEO-1 (Subsidence Area):

Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact would occur if the project would include development 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 have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures.

According to the Preliminary Geotechnical Engineering Report, project site soils were determined to have a low expansion potential (Earth Systems Pacific 2018). In addition, the project would be required to comply with the requirements of the IBC, CBC, and LAMC. The project would also be required to comply with the RCM listed below, as contained in the City's Mitigation Monitoring Plan. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

RC-GEO-6 (Expansive Soils Area)

Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of

settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

LESS THAN SIGNIFICANT IMPACT

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

This question would apply to the project only if it was located in an area not served by an existing sewer system. The project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact related to the use of septic tanks or alternative wastewater disposal systems would occur.

NO IMPACT

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7 Greenhouse Gas Emissions

The analysis of the project's impacts related to greenhouse gas (GHG) emissions is based on an Air Quality and Greenhouse Gas Study (Rincon 2018a) prepared for the project, which is included in its entirety as Appendix A. A summary of project-related impacts is presented below. It is noted that this analysis is based on a project construction period of May 2018 to April 2019 (12 months). However, the construction period has been revised to August 2019 to April 2021 (21 months). Because the construction period is currently projected to be nine months longer than what was used to model impacts in the Air Quality and Greenhouse Gas Study, this analysis is considered to be conservative. Actual impacts would be less than what is presented below because construction emissions would be distributed over a longer timeframe and vehicular emissions standards become more stringent as time progresses.

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during past ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC), the understanding of anthropogenic (human-induced) warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills.

Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (CalEPA 2006). Different types of GHGs have varying global warming potentials (GWPs), which are the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the GHG emissions, referred to as carbon dioxide equivalent (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. CO₂ has a 100-year GWP of one. By contrast, CH₄ has a GWP of 25,

meaning its global warming effect is 25 times greater than CO₂ on a molecule per molecule basis (IPCC 2007).

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius (°C) cooler (CalEPA 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Environmental Protection Agency [CalEPA] 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

Greenhouse Gas Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT) of CO₂e in 2010. CO₂ emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010 (IPCC 2014).

Total U.S. GHG emissions were 6,586.7 MMT CO₂e in 2015. In 2015, the industrial and transportation end-use sectors accounted for 29 percent and 27 percent of CO₂ emissions (with electricity-related emissions distributed), respectively, and the residential and commercial end-use sectors accounted for 16 percent and 17 percent of CO₂ emissions, respectively (U.S. EPA 2017).

Based upon ARB's *California Greenhouse Gas Emission Inventory* for 2000-2014, California produced 441.5 MMT of CO₂e in 2014 (ARB 2016b). The major source of GHG emissions in California is transportation, contributing 37 percent of the state's total GHG emissions. Industrial sources are the second largest source of the state's GHG emissions, contributing 24 percent of California's GHG emissions (ARB 2016b). ARB has projected statewide unregulated GHG emissions for the year 2020 will be 509.4 MMT CO₂e (ARB 2016b). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

Regulatory Setting

California Regulations

The State of California considers GHG emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of California, and has taken an aggressive stance to mitigate its impact on climate change through the adoption of policies and legislation. ARB is responsible for the coordination and oversight of state and local air pollution control programs in the state. California has numerous regulations aimed at reducing the state's GHG emissions; some of the major initiatives are summarized below.

EXECUTIVE ORDER S-3-05

In 2005, the Governor issued Executive Order (EO) S-3-05, which identifies statewide GHG emission reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020; and
- Reduce GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”) (CalEPA 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, landfill methane capture, among others.

EXECUTIVE ORDER B-30-15

EO B-30-15 established a statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030. Targets set beyond 2020 provide market certainty to foster investment and growth in industries like clean energy.

ASSEMBLY BILL 32

California’s major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006,” signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of California’s largest industrial emitters (ARB 2017).

ARB approved the initial AB 32 Scoping Plan on December 11, 2008 and a 2020 statewide GHG emission limit of 427 MMT CO₂e was established. The Scoping Plan also included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

SENATE BILL 97

Senate Bill (SB) 97, signed in August 2007, directed the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions. The bill also directed the Resources Agency to certify and adopt guidelines for the treatment of GHG emissions under CEQA. These guidelines became state law under Title 14 of the California Code of Regulations in March 2010.

SENATE BILL 375

SB 375, signed in August 2008, enhances California’s ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of California’s 18 major metropolitan planning organizations to prepare a “sustainable communities strategy” (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

SENATE BILL 350

Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

SENATE BILL 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring California to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, ARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric ton (MT) CO₂e by 2030 and 2 MT CO₂e by 2050 (ARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in California.

SENATE BILL 1383

Adopted in September 2016, SB 1383 requires ARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

The bill also requires CalRecycle, in consultation with ARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

SENATE BILL 743

Governor Brown signed SB 743, which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires OPR to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB 743 encourages land use and transportation planning decisions that reduce VMT.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted *CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To

date, a variety of air districts have adopted quantitative significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008 and is designed to achieve emission reductions in the Basin consistent with Statewide GHG reductions codified under AB 32, considers emissions of over 10,000 MT CO₂e per year to be significant (SCAQMD 2008b). However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD recommends a quantitative threshold for projects of all non-industrial land use types of 3,000 MT CO₂e per year (SCAQMD 2010).

Regional Regulations

SCAG RTP/SCS

As discussed above, SB 375 requires metropolitan planning organizations to prepare an RTP/SCS that will achieve regional emission reductions through sustainable transportation and growth strategies. On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions levels by 2020 and 2035. SCAG was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035. Most recently, SCAG adopted the 2016-2040 RTP/SCS on April 7, 2016, which includes strategies and objectives to encourage transit-oriented and infill development and use of alternative transportation to minimize vehicle use.

Local Regulations

The City adopted its climate action plan, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming* (Green LA), in May 2007. Green LA set the goal of reducing the City's GHG emissions to 35 percent below 1990 levels by 2030 and outlines actions in the fields of energy, water, waste, and transportation. These actions include improved transportation centered around mobility for people rather than cars, increasing recycling to 70 percent diversion, meeting all additional water use through reclaimed water, and increasing renewable energy to 35 percent by 2020. The action plan also outlines goals to help residents become "energy misers" by distributing compact fluorescent lights and increasing rebates for energy efficient appliances and retrofits. The proposed project would be subject to applicable requirements of Green LA; however, this plan is not a qualified GHG reduction plan and currently the City does not have one.

In December 2010, the City adopted Ordinance No. 181480, which amended the LAMC to incorporate various provisions of the 2010 California Green Building Standards Code (CALGreen Code).

In addition, in April 2015, the City released its first sustainable city plan (*Sustainable City pLAN*), which established a set of goals related to 14 sectors¹ to help guide the City through a sustainability-related transformation through 2035. The Sustainable City pLAN is considered a "roadmap" for a city that is environmentally healthy, economically prosperous, and equitable in opportunity for all. Specifically, the Sustainable City pLAN provides: (1) a vision for the City's future; (2) a pathway to short-term results that lay foundation for long-term outcomes; (3) framework to build out policies;

¹ The sectors included in the Sustainable City pLAN are: local water; local solar power; energy-efficient buildings; carbon and climate leadership; waste and landfills; housing and development; mobility and transit; prosperity and green jobs; preparedness and resiliency; air quality; environmental justice; urban ecosystem; livable neighborhoods; and lead by example.

(4) a platform for collaboration; (5) a set of tools to manage the City; (6) a dashboard of sustainability metrics to transparently measure progress; and (7) a pathway for engaging residents.

Significance Thresholds

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The SCAQMD threshold, which was adopted in December 2008 and is designed to achieve emission reductions in the Basin consistent with Statewide GHG reductions codified under AB 32, considers emissions of over 10,000 MT CO₂e per year to be significant (SCAQMD 2008b). However, the SCAQMD’s threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not adopted, the SCAQMD recommends a quantitative threshold for projects of all non-industrial land use types of 3,000 MT CO₂e per year. This threshold was developed to reflect a 90 percent capture rate tied to the 2050 reduction target established in the Governor’s EO S-3-05, which sets a GHG reduction target of 90 percent below current levels by 2050 (SCAQMD 2008c). Therefore, if the project exceeds the SCAQMD’s recommended threshold of 3,000 MT of CO₂e per year, impacts would be significant.

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

Project construction activities are assumed to occur over a period of approximately 21 months. Based on CalEEMod modeling results (refer to Appendix A of the Air Quality and Greenhouse Gas Study [Appendix A of this Initial Study]), construction activities for the project would generate an estimated 289.8 MT CO₂e between 2018 and 2019 (Table 5). Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), construction of the project would generate about 9.7 MT CO₂e per year.

Table 5 Estimated Construction GHG Emissions Associated with the Proposed Project

Construction Year	Annual Emissions (MT CO₂e)
2018	83.3
2019	206.5
Total	289.8
Amortized over 30 years	9.7

Notes: See Appendix A of the Air Quality and Greenhouse Gas Study (Appendix A of this Initial Study) for CalEEMod results. Numbers may not add up due to rounding. Emission data is pulled from “mitigated” results that account for compliance with some regulations and design features included in the project.

Source: Rincon 2018a

To determine whether a project would exceed the significance threshold total GHG emissions were calculated. As shown in Table 6, annual emissions from the project would total approximately 804.8 MT CO₂e per year. Total GHG emissions from the project would not exceed SCAQMD thresholds. Therefore, project impacts would be less than significant.

Table 6 Total Annual GHG Emissions Associated with the Proposed Project

Emission Source	Project Emissions (MT CO₂e per year)
Construction (amortized over 30 years)	9.7
Operational	
Area	0.9
Energy	199.8
Solid Waste	12.0
Water	42.5
Mobile	
CO ₂ and CH ₄	515.5
N ₂ O	24.4
Total	804.4
SCAQMD Thresholds	3,000
Threshold Exceeded?	No

Notes: See Appendix A of the Air Quality and Greenhouse Gas Study (Appendix A of this Initial Study) for CalEEMod results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results that account for compliance with regulations and project features, such as the project’s installation of solar panels.

Source: Rincon 2018a

The project would also be required to comply with the RCM listed below, as contained in the City’s Mitigation Monitoring Plan:

RC-GHG-1 (Green Building Code)

In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

LESS THAN SIGNIFICANT IMPACT

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

As discussed above, several plans and policies have been adopted to reduce GHG emissions in the southern California region and the City. Specifically, SCAG’s 2016-2040 RTP/SCS provides land use and transportation strategies to reduce regional emissions. In addition, the City released its climate action plan, *Green LA*, in May 2007; however, the sustainability measures detailed in *Green LA* are directed towards City departments and agencies and do not directly apply to private developers. Table 7 summarizes the project’s consistency with applicable strategies in SCAG’s 2016-2040 RTP/SCS. As demonstrated in Table 7, the project would be consistent with applicable regional and local plans to reduce GHG emissions.

Table 7 Project Consistency with the 2016-2040 SCAG RTP/SCS

Reduction Strategy	Project Consistency
Land Use Actions and Strategies	
<p>Reflect the Changing Population and Demands</p> <p>The SCAG region, home to about 18.3 million people in 2012, currently features 5.9 million households and 7.4 million jobs. By 2040, the Plan projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for three percent of regional total land, but will accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040. The 2016 RTP/SCS land use pattern contains sufficient residential capacity to accommodate the region’s future growth, including the eight-year regional housing need. The land use pattern accommodates about 530,000 additional households in the SCAG region by 2020 and 1.5 million more households by 2040. The land use pattern also encourages improvement in the jobs-housing balance by accommodating 1.1 million more jobs by 2020 and about 2.4 million more jobs by 2040.</p>	<p>Consistent</p> <p>The project is an infill project that is located in an HQTAs. The project would include the development of a 52-unit complex with 11 percent of the units would be designated for Very or Extremely Low Income families. The project site is located within a five-minute walking distance of retail, restaurants, medical facilities, parks, and public transportation. The site is within one mile of local schools. Therefore, the project reflects the changing population and demands.</p>
<p>Focus New Growth Around Transit</p> <p>The 2016 RTP/SCS land use pattern reinforces the trend of focusing growth in the region’s HQTAs. Concentrating housing and transit in conjunction concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households with alternative modes of transport that can reduce vehicle miles traveled and GHG emissions.</p>	<p>Consistent</p> <p>The project is an infill project that is located in an HQTAs. Specifically, the project would involve construction of a residential development with affordable housing in an urbanized area that is well-served by public transit. The project is a multi-family residential development that is near public transportation (approximately 500 feet to the Sepulveda/Brand bus stop for the LA Local Metro Orange Line 234 and 1,500 feet from the Sepulveda & Chatsworth bus stop for the LA Local Metro Orange Line Commuter Express 419).</p>
<p>Provide More Options for Short Trips</p> <p>38 percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides two strategies to promote the use of active transport for short trips. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting, while “complete communities” support the creation of mixed-use districts in strategic growth areas and are applicable to an urban setting.</p>	<p>Consistent</p> <p>The project would involve construction of a residential development on a block that is currently served by commercial uses, and a surrounding area with a mix of residential, retail, medical facilities, and city parks. Additionally, the project would include 52 long-term and six short-term bicycle parking spaces. Walking or bicycling would be viable modes of transportation to reach numerous destinations or public transit.</p>
Transportation Strategies	
<p>Transit</p> <p>Since 1991, the SCAG region has spent more than \$50 billion dollars on public transportation. This includes high profile investments in rail transit and lower profile, vital investments in operations and maintenance. Looking toward 2040, the 2016 RTP/SCS maintains a significant investment in public transportation across all transit modes and also calls for new household and employment growth to be targeted in areas that are well-served by public transportation to maximize the improvements called for in the Plan.</p>	<p>Consistent</p> <p>The project would involve construction of a residential development with affordable housing units in an urbanized area that is well-served by public transit. The project is located near public transportation (approximately 500 feet to the Sepulveda/Brand bus stop for the LA Local Metro Orange Line 234 and 1,500 feet from the Sepulveda & Chatsworth bus stop for the LA Local Metro Orange Line Commuter Express 419) that future residents may choose to utilize.</p>

Reduction Strategy	Project Consistency
<p>Active Transportation</p> <p>The 2016 RTP/SCS includes \$12.9 billion for active transportation improvements, including \$8.1 billion in capital projects and \$4.8 billion as part of the operations and maintenance expenditures on regionally significant local streets and roads. The Active Transportation portion of the 2016 Plan updates the Active Transportation portion of the 2012 Plan, which has goals for improving safety, increasing active transportation usage and friendliness, and encouraging local active transportation plans. It proposes strategies to further develop the regional bikeway network, assumes that all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. To accommodate the growth in walking, biking, and other forms of active transportation regionally, the 2016 Active Transportation Plan also considers new strategies and approaches beyond those proposed in 2012.</p>	<p>Consistent</p> <p>The project would include 52 long-term and six short-term bicycle parking spaces. Walking or bicycling would be viable modes of transportation to reach numerous destinations or public transit.</p>
<p>Zero-Emissions Vehicles</p> <p>While SCAG’s policies are technology neutral with regard to supporting zero and/or near zero-emissions vehicles, this section will focus on zero-emissions vehicles. Since SCAG adopted the 2012 RTP/SCS, the Governor’s Office released the Zero Emissions Vehicle (ZEV) Action Plan for 2013 and 2015. These plans identified state level funding to support the implementation of Plug-in Electric Vehicle (PEV) and Hydrogen Fuel Cell refueling networks. As part of the 2016 RTP/SCS, SCAG modeled PEV growth specific to Plug-in Hybrid Electric Vehicles (PHEV) in the SCAG region. These are electric vehicles that are powered by a gasoline engine when their battery is depleted. The 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power. In many instances, these chargers may double the electric range of PHEVs. A fully funded regional charging network program would result in a reduction of one percent per capita greenhouse gas emissions.</p>	<p>Consistent</p> <p>The project would involve construction of a housing development with affordable units in an urbanized area of the City. The project would include four electric vehicle-charging stations, which is five percent of the vehicular parking spaces to be provided on-site.</p>

Source: Rincon 2018a

The project would comply with the California Green Building Standards Code and applicable SCAQMD rules (i.e., Rules 1113 and 445), and is consistent with regional and local strategies to reduce GHG emissions, as detailed in Table 7. The project is an infill development in a High Quality Transit Area (HQTAs) at a site served by public transit in short distance of commercial and retail uses, medical facilities, and city parks. The project would also include the planting of trees and other landscaping on the project site. The project would not substantially contribute to city, regional, or statewide GHG emissions or obstruct achievement of local targets and state mandates. In summary, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with the RTP/SCS. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Hazards and Hazardous Materials

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

A project would have a significant impact to the public or the environment related to hazards and hazardous materials if the project involved a risk of accidental explosion or release of hazardous substances or the creation of any health hazard or potential health hazard during the routine transport, use, or disposal of hazardous materials.

Small amounts of potentially hazardous materials such as fuels, lubricants, and solvents would be used during project construction. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, solvents, cleaning supplies, pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. As a residential development and a subdivision of land, the project would not involve large quantities of hazardous materials. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances or create a public hazard through transport, use, or disposal. The transport, use, storage, and disposal of hazardous materials during the construction and operation of the project would be conducted in accordance with applicable federal and state laws, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.

Compliance with applicable laws and regulations during construction and operation of the proposed project would reduce the potential impacts associated with the routine transport, use, storage, and/or disposal of hazardous materials to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

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

Refer to the response to question 8.a, above. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The schools closest to the project site are located approximately 0.5 to 1 mile from the project site, including Haskell Elementary School at 15850 Tulsa Street to the west, Danube Avenue Elementary School at 11220 Danube Avenue to the northwest, Bishop Alemany High School at 11111 Alemany Drive to the northeast, and George K. Porter Middle School at 15960 Kingsbury Street to the southwest. Because the project site is not within 0.25 mile of an existing or proposed school, no impact would occur.

NO IMPACT

- d. *Would the project be located on a site included on a list of hazardous material 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?*

The analysis of impacts related to hazardous materials sites is based on the Phase I Environmental Site Assessment (ESA; Rincon 2018b) and Phase II ESA (Rincon 2018c) prepared for the project, which are included in their entirety as Appendix C.

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and to submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on permitted hazardous waste sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight.

A database search for known hazardous materials contamination at the project site was performed by Environmental Data Resources, Inc. (EDR) in March 2018 as part of the Phase I ESA for the project site (Rincon 2018b). The database search did not indicate the presence of any known hazardous materials at the project site. A subsequent review of EnviroStor and the California State Water Resources Control Board's GeoTracker database did not identify any records of hazardous waste facilities on the project site.

However, a historic records search conducted during for Phase I ESA determined that the project site was used for agricultural purposes from at least 1928 to 1947 with orchard remnants visible until at least 1981. In addition, based on information obtained from the project site's owner, the project site was formerly used as a strawberry farm from the 1930s to the 1950s. Two potential RECs were identified: (1) Former use of the subject property for agricultural purposes, and (2) presence of artificial fill on the subject property. One adjacent property was listed in a database search: U.S. Post Office/Mission City Annex, located at 10919 Sepulveda Boulevard, to the northeast of the project site. According to the EDR report, two 6,000-gallon underground storage tanks (USTs) containing motor vehicle fuel were installed at the property in October 1992. In addition, one 12,000-gallon UST containing waste is reported to be located at the property. The date of installation of the 12,000-gallon UST is unknown. It is unknown if these tanks have been removed. No unauthorized releases were reported in the EDR report. Based on the depth to groundwater in the vicinity of the U.S. Post Office/Mission City Annex (expected to be deeper than 180 feet below grade) and the distance of the U.S. Post Office from the project site (170 feet), if an unauthorized release has occurred at the U.S. Post Office, it is unlikely that soil, soil vapor, or groundwater impacts would adversely affect the project site or future residents of the proposed project. Therefore, no additional assessment is recommended with regard to the nearby USTs at the U.S. Post Office/Mission City Annex property (Rincon 2018b).

Based on the recommendation in the Phase I ESA, a Phase II ESA was completed to test soil samples for organochlorine pesticides (OCPs) and arsenic. As discussed in the Phase II ESA (Rincon 2018c), OCPs were not detected above laboratory reporting limits in any of the analyzed soil samples. In addition, arsenic was detected in all eight of the analyzed soil samples, ranging from 6.56 to 8.00

milligrams per kilogram. All of the detected concentrations exceed the residential Environmental Screening Level (ESL) of 0.067 milligram per kilogram but fall within the typical background concentration range for arsenic. In California, it is common for background concentrations of arsenic to be above the ESL for residential soil, and regulatory agencies typically do not require cleanup of arsenic at concentrations that are at or below the background concentration, which ranges from 0.6 to 11 milligrams per kilogram (Rincon 2018c). No other metals were detected above their respective residential ESLs. Total petroleum hydrocarbons as diesel (TPHd) was detected in the four soil samples analyzed, at concentrations ranging from 1.86 mg/kg to 5.36 mg/kg. All of the detected concentrations fall below the residential ESL for TPHd of 230 mg/kg. Total petroleum hydrocarbons as motor oil (TPHo) was not detected in any of the soil samples analyzed. Accordingly, impacts associated with hazardous materials would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The public airports closest to the project site are Whiteman Airport, which is approximately 2.9 miles east of the project site, and Van Nuys Airport, which is approximately 3.5 miles southwest of the project site. However, the project site is not located within an airport influence area or an airport runway protection zone (County of Los Angeles n.d.). Therefore, no impact related to airport safety would occur.

NO IMPACT

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

There are no nearby private airstrips in the vicinity of the project site. Therefore, no impact related to airport safety would occur.

NO IMPACT

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

According to Exhibit H, *Critical Facilities & Lifeline Systems*, within the Safety Element of the City's General Plan, the nearest disaster route is Sepulveda Boulevard, which is located approximately 230 feet east of the proposed residential construction (City 1996a). The proposed subdivision of lots would not involve any new construction along Sepulveda Boulevard and would therefore have no impact on emergency access along Sepulveda Boulevard. The project would not require the closure of any public or private streets or impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

NO IMPACT

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

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

The project site is in an urbanized portion of the City. The project site and its vicinity do not include wildlands or high fire hazard terrain or vegetation. In addition, the project site is not located within a Very High Fire Hazard Severity Zone (City 2018). Therefore, no impact would occur.

NO IMPACT

9 Hydrology and Water Quality

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

A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the LARWQCB.

The development footprint is flat and mostly vacant, unpaved land with a portion of paved surface parking area. The project would replace the vacant, unpaved land with a multi-family residential development. The project site is not adjacent to any surface water bodies; therefore, project construction and operation would have no direct impact to surface drainages or surface water quality. During project operation, stormwater or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Any project that creates, adds, or replaces 500 sf of impervious surface must comply with the Low Impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and stormwater pollution.

Stormwater runoff from the project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (i.e., pesticides and fertilizers) and paved surfaces (i.e., ordinary household cleaners). The project would comply with regulatory requirements that would control off-site stormwater flows. As part of Section 402 of the Clean Water Act (CWA), the U.S. EPA has established regulations under the NPDES program to control both construction and operation (occupancy) stormwater discharges. In California, the State Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements.

The project would be required to comply with the NPDES permitting system and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance Nos. 172,176 and 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. These ordinances contain requirements for construction activities and operation of projects to integrate LID practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process for individual construction projects. The LARWQCB adopted the latest Municipal Separate Storm Sewer System (MS4) NPDES Permit in December 2012. The MS4 permit requires new development and redevelopment projects to incorporate stormwater mitigation measures. Under the conditions of the permit, the project applicant would be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a SWPPP for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than stormwater, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. The state permit also specifies that construction activities must meet applicable provisions of Sections 30 and 402 of the CWA. Conformance with Section 402 of the CWA would ensure that the project would not violate any water quality standards or waste discharge requirements. Similarly,

compliance with construction-related BMPs and/or the SWPPP would control and minimize erosion and siltation.

Compliance with the RCMs below, as contained in the City's Mitigation Monitoring Plan, as well as compliance with applicable state, regional, and City policies and regulations (e.g., General Construction Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the project's potential impacts related to surface runoff and water quality to less than significant levels.

RC-WQ-1 (National Pollutant Discharge Elimination System General Permit)

Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Stormwater Pollution Prevention Plan shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The Stormwater Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

RC-WQ-3 (Low Impact Development Plan)

Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RC-WQ-4 (Development Best Management Practices)

Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

LESS THAN SIGNIFICANT IMPACT

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

A project would have a significant impact on groundwater level if it would substantially deplete groundwater or interfere with groundwater recharge.

The project site is connected to the City's water supply system; therefore, the project would not involve the direct extraction of groundwater. Development of the project would not involve the

installation of new wells. Water for the project would be provided by the City's water supply. The City of Los Angeles Department of Water and Power (LADWP) would ensure supply reliability for the project prior to any project approval. Water demand associated with the project would not substantially deplete groundwater supplies, as discussed in Section 18, *Utilities and Service Systems*. Therefore, the project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies.

In addition, the project is located approximately 1.4 miles northwest of the Pacoima Spreading Grounds, which provides groundwater recharge for the San Fernando Basin (City 2016a). Given its distance from the Pacoima Spreading Grounds, the project would not be expected to interfere with recharge operations at the Pacoima Spreading Grounds. In addition, the project is located in an urbanized area with little groundwater recharge capacity and is not anticipated to substantially reduce groundwater recharge in the area. Project impacts on groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Construction and operation of the project would not alter the course of a stream or river, as none occur on or near the project site. Standard construction BMPs would be employed to avoid or reduce temporary adverse effects such as related to erosion and siltation. The proposed project would not substantially alter hydrology and drainage conditions on the project site. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project would not substantially alter existing drainage patterns on the project site or in the site vicinity. Although the project would include the construction of new impervious surfaces on the project site, project compliance with applicable state, regional, and City policies and regulations (e.g., General Construction Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the project's potential impacts related to surface runoff to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project 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?*

As described above under responses to questions 9.c and 9.d, the proposed project would not substantially alter the existing drainage patterns of the site or area. Although the project would include the construction of new impervious surfaces on the project site, the project would not result in the exceedance of the capacity of the existing stormwater drainage system. Project compliance with applicable state, regional, and City policies and regulations (e.g., General Construction Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the project's potential impacts

related to surface runoff to less than significant levels. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project otherwise substantially degrade water quality?

Potential water quality impacts associated with the proposed project are characterized above under response to question 9.a. The project would not otherwise substantially degrade water quality. No impact would occur.

NO IMPACT

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

A significant impact may occur if a project:

- Places housing in a 100-year flood zone; or
- Is located within a 100-year flood zone, which would impede or redirect flood flows.

The project site is not located within a Federal Emergency Management Agency 100- or 500-year Flood Zone (Federal Energy Management Agency 2008). As such, the project would not have the potential to impede flood flows or expose people to significant flood-related safety impacts. No impact related to flooding would occur.

NO IMPACT

h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?

Refer to response to question 9.g, above. No impact related to structures impeding or redirecting flood flows would occur.

NO IMPACT

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

A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including, but not limited to, a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

According to the Exhibit C, *Landslide Inventory and Hillside Area*, within the Safety Element of the City's General Plan, the project site is not located within a potential seiche or landslide/mudslide hazard zone (City 1996a). Moreover, the site and surrounding areas are flat, and the project site is approximately 16 miles inland of the Pacific Ocean.

However, according to the Exhibit G, *Inundation and Tsunami Hazard Areas*, within the Safety Element of the City's General Plan, the project site is located within a potential dam inundation area (City 1996a). Nonetheless, pursuant to the 1972 State Dam Safety Act, numerous dams throughout California have been retrofitted so as to minimize damage to the dams, as well as minimize the potential for dam failures and inundation of surrounding areas. With current dam safety measures,

the likelihood of dam failure resulting in flooding of the project area is relatively low. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

j. Would the project result in inundation by seiche, tsunami, or mudflow?

A significant impact may occur if a site is sufficiently close to an ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The project site is not located in a tsunami hazard zone (California Department of Conservation 2009). Additionally, according to ZIMAS, the project site is not located in an area of tsunami inundation (City 2018). The project site is not in proximity to a large body of water and seiches are not a substantial concern. In addition, the project site is not located near a hillside area and is not at risk from mudslides or mudflow. Therefore, no impact related to such potential hazards would occur.

NO IMPACT

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10 Land Use and Planning

a. Would the project physically divide an established community?

A significant impact would occur if the proposed project would be sufficiently large or configured in such a way as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier such as a new freeway with limited access between neighborhoods on either side of the freeway or major street closures.

The 2.44-acre project site is located in an urbanized area of the City. The project is an infill project that is located in a High Quality Transit Area (HQTA), defined by SCAG as an area with rail transit service or bus service where lines have peak headways of less than 15 minutes (see Appendix E). The proposed residential project would be consistent with the existing built environment, which includes commercial and residential uses in an HQTA, and would not include new roadways or other features that could create a physical barrier that would divide the established community. Therefore, no impact would occur.

NO IMPACT

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

A significant impact may occur if a project conflicts with applicable zoning designations of the General Plan or causes adverse environmental impacts which the General Plan or zoning ordinance are designed to avoid or mitigate.

The project site is located in the Mission Hills-Panorama City-North Hills Community Plan Area. The project site is currently zoned (T)(Q)C2-1 A2P-1, and designated under the General Plan as Community Commercial. The C2 zoning designation allows for residential and commercial uses with building FARs of no greater than 1.5:1 and no limit to height, and the A2P zoning designation allows for agricultural and parking uses. The project includes a Vesting Zone Change from (T)(Q)C2-1 and A2P-1 to (T)(Q)RAS4-1, which would accommodate the proposed use of the site for multi-family residential uses in the proposed RAS4 zone, with a maximum development density of 400 sf per dwelling unit and a maximum FAR of 3:1 and an unlimited building height.

As discussed below under *Applicable Land Use Policies and Regulations*, the requested zone change would be in conformance with the applicable goals, objectives, and policies of the Mission Hills-Panorama City-North Hills Community Plan, as well as the City's General Plan, including the Housing Element and the Framework Element Design Guidelines for multi-family and affordable housing projects. The project applicant is also requesting Site Plan Review because the project proposes more than 50 dwelling units. With approval of the requested entitlements, the project would conform to the allowable land uses pursuant to the LAMC. The decision makers will determine whether discretionary requests will conflict with applicable plans and policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

Applicable Land Use Policies and Regulations

General Plan

The City's General Plan is divided into citywide elements, including Framework, Housing, Mobility, among others, as well as 35 Community Plans.

The Framework Element of the General Plan, last adopted on August 8, 2001, sets forth a citywide comprehensive long-range growth strategy by providing policies to guide long-term development, physical form, and character of the City. The Framework Element includes housing goals related to multi-family residences, such as Goal 3, which states, "multifamily neighborhoods that enhance the quality of life for the City's existing and future residents" (City 2001b). The proposed multi-family residences would be located on the edge of an existing single-family neighborhood and a mobile home park and would provide a transition between existing commercial development and residential development. The project would be consistent with the General Plan goals by developing multi-family residences on an underutilized lot. Therefore, the proposed project would be consistent with applicable goals in the Framework Element.

The Housing Element 2013-2021 of the General Plan, adopted on December 3, 2013, is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs; reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy; and provides the array of programs that the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element provides goals related to housing in the City, including, "a City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs" (Goal 1), "a City in which housing helps to create safe, livable and sustainable neighborhoods" (Goal 2), and "a City committed to ending and preventing homelessness" (Goal 4; City 2013b). The project would add 52 residential units to the City, including four units set aside for Very Low Income individuals/families and three units set aside for Extremely Low Income individuals/families. Accordingly, the project would be consistent with applicable goals in the Housing Element.

The Mobility Element of the General Plan, also referred to as Mobility Plan 2035, was adopted on September 7, 2016. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of City residents interact with their streets. The Mobility Element includes policies related to reducing emissions from vehicles, including, "support ways to reduce vehicle miles traveled (VMT) per capita" (Policy 5.2) and "continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure" (Policy 5.4; City 2016b). The proposed project would include 58 bicycle parking spaces (including 52 long-term spaces and 6 short-term spaces), as well as a 100-sf area for servicing bicycles, which would promote the use of alternative transportation. In addition, the project will include 20% of the total Code required auto parking spaces to be capable of supporting future EVSE equipment and 5% of the total Code required auto parking spaces to be provided with EV charges to immediately accommodate electric vehicles. As such, residents of the project will have an incentive to utilize low- or zero-emission vehicles the project would be consistent with applicable goals in the Mobility Element.

Mission Hills-Panorama City-North Hills Community Plan

The project would conform to the applicable goals, objectives, and policies of the Mission Hills-Panorama City-North Hills Community Plan (City 1999a), which include the following:

GOAL 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

Policy 1-1.4: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter, which is supplemented by Design Guidelines and Standards for residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities and utilities will accommodate this development.

Program: The plan concentrates most of the higher residential densities near transit corridors and/or Transit Oriented Districts (TOD).

Objective 1-3: To preserve and enhance the character and integrity of existing single and multi-family neighborhoods.

Policy 1-3.1: Seek a high degree of architectural compatibility and landscaping for new in-fill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: The decision maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

Program: The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

Policy 1-5.3: Ensure that new housing opportunities minimize displacement of the residents.

Program: The decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

Policy 1-5.5: Provide for livable family housing at higher densities.

Program: The Plan promotes that the Zoning Code be amended to provide that multiple residential densities should not be limited by the number of bedrooms per unit in order to facilitate family housing.

The project would meet the above objectives and policies by providing 52 multi-family residential units to help meet the community planning area's housing needs. As discussed above, the project would be located near a single-family residential neighborhood and a mobile home park, and would provide a transition between existing commercial development and residential areas. Consistent with the Community Plan's Urban Design chapter, the proposed project would include building and site design elements and features that afford compatibility with existing uses in the vicinity. The building would have an eight-foot setback from the existing sidewalks along the Bermuda Street and Langdon Avenue frontages and a five-foot setback from the parking lot on the southern portion of the site and from the block wall fence demarcating the property line on the eastern boundary. The site's proximity to commercial services, public transportation, and public facilities is consistent with the Community Plan's objective of locating multi-family housing near these elements. The project would include four units for Very Low Income individuals/families and three units for Extremely Low Income individuals/families, in support of the Community Plan's policy of meeting the diverse economic and housing needs of people in the City. Therefore, the project would be consistent with the applicable objectives and policies of Goal 1 in the Mission Hills-Panorama City-North Hills Community Plan.

GOAL 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

Policy 5-1.2: Protect significant environmental resources from environmental hazards.

Program: Implementation of State and Federal environmental laws and regulations such as The California Environmental Quality Act (CEQA), the National Environmental Protection Act (NEPA), the Clear Air Quality Act, and the Clean Water Quality Act.

Program: Implementation of SCAG's and SCAQMD's Regional Air Quality Management Plan, and SCAG's Growth Management Plan.

Consistent with Goal 5 and applicable objectives and policies, the project would be required to comply with mitigation measures developed as part of this CEQA environmental review document.

As discussed in Section 3, *Air Quality*, the project is consistent with the SCAQMD's 2016 AQMP and SCAG's 2035 population projections. Therefore, the project would be consistent with the applicable objectives and policies of Goal 5 in the Mission Hills-Panorama City-North Hills Community Plan.

GOAL 8: A community with adequate police facilities and services to protect the community's residents from criminal activity, reduce the incidence of crime and provide other necessary law enforcement services.

Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

Policy 8-1.1: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Program: The decision-maker shall include a finding as to the impact on police protection service demands of the proposed project or land use change.

Objective 8-2: To increase the community's and the Police Department's ability to minimize crime and provide security for all residents, buildings, sites, and open spaces.

Policy 8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.

Policy 8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.

Consistent with Goal 8 and applicable objectives and policies, the project would be located within in proximity to an existing police station (refer to Section 14, *Public Services*). The project would be required to comply with the requirements of Crime Prevention Through Environmental Design (CPTED; refer to Mitigation Measure XIV-30 in Section 14, *Public Services*). Therefore, the project would be consistent with the applicable objectives and policies of Goal 8 in the Mission Hills-Panorama City-North Hills Community Plan.

GOAL 9: Protect the community through a comprehensive fire and life safety program.

Objective 9-1: Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policy 9-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land uses plan change.

Consistent with Goal 9 and applicable objectives and policies, the project would be located in proximity to an existing fire station (refer to Section 14, *Public Services*). Therefore, the project would be consistent with the applicable objectives and policies of Goal 9 in the Mission Hills-Panorama City-North Hills Community Plan.

GOAL 13: A system of highways, freeways and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at intersections.

Objective 13-2: To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

Policy 13-2.1: No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: The decision-maker shall adopt a finding which addresses this factor as part of any decision.

The analysis of the impacts related to transportation and traffic is based on a Traffic Impact Study (Linscott, Law & Greenspan, Engineers [LLG] 2017) prepared for the project, which is included in its entirety as Appendix E. The study concluded that the project would generate a net increase of about 346 daily vehicle trips, including 27 a.m. peak hour trips and 32 p.m. peak hour trips. The analysis also found that the project would not result in any significant operational impacts to either of the two study intersections (Sepulveda Boulevard / Brand Avenue and Sepulveda Boulevard / Chatsworth Street). As discussed in Section 16, *Transportation/Traffic*, significant traffic impacts are not expected from the project, and the site is in proximity to public transportation (approximately 500 feet from the Sepulveda/Brand bus stop for the Metro Bus Line 234 and Sepulveda & Chatsworth bus stop for the LA Local Metro Orange Line Commuter Express 419). The project would also incorporate appropriate design standards for access to the ground-level parking structure. Therefore, the project would be consistent with applicable objectives and policies of Goal 13 in the Mission Hills-Panorama City-North Hills Community Plan.

Chapter V, *Urban Design*, of the Community Plan sets site planning standards for multi-family residential development, which requires projects of five or more units to be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Projects also need to provide a pedestrian entrance at the front of each unit, as well as useable open space for outdoor activities, especially for children. The project has implemented these design standards.

In summary, the proposed project would be consistent with the applicable objectives and policies in the Mission Hills-Panorama City-North Hills Community Plan.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

A project-related significant adverse effect could occur if the project site was located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in response to question 4.f, the project site is not located in an area that is subject to an adopted habitat conservation plan or natural community plan. Therefore, no impact would occur.

NO IMPACT

11 Mineral Resources

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

A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or a locally-important mineral resource recovery site.

The project site is not currently or has historically been used for extraction of mineral resources, as shown in the Exhibit A, *Mineral Resources*, within the Conservation Element of the City's General Plan (City 2001a). In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Moreover, the project would not involve the use or mining of mineral resources. Therefore, no impact related to the loss of availability of a known mineral resource would occur.

NO IMPACT

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

Refer to response to question 11.a, above. No impact related to the loss of availability of a known mineral resource would occur.

NO IMPACT

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12 Noise

The analysis of the noise impacts is based on the Noise Study (Rincon 2018d) prepared for the project, which is included in its entirety as Appendix D. A summary of project-related impacts is presented below. It is noted that this analysis is based on a project construction period of May 2018 to April 2019 (12 months). However, the construction period has been revised to August 2019 to April 2021 (21 months). Because the construction period is currently projected to be nine months longer than what was used to model impacts in the Noise Study, this analysis is considered to be conservative. Actual impacts would be less than what is presented below because construction emissions would be distributed over a longer timeframe.

Standard Unit of Noise Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's noise energy is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. Noise level increases of less than 3 dBA typically are not noticeable.

Regulatory Setting

The LAMC regulates the generation and control of noise that could adversely impact citizens and noise-sensitive land uses. Specifically, Section 41.40 of the LAMC restricts construction activity to the hours below:

- Monday through Friday between 7:00 AM to 9:00 PM
- Saturdays and national holidays between 8:00 AM to 6:00 PM
- Sundays, no construction except for residents

LAMC Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, phonograph, television receiver, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area. Any noise level caused by such use or operation which exceeds the ambient noise level on another property by more than 5 dBA is prohibited.

LAMC Section 112.02 of the LAMC prohibits any heating, ventilation, and air conditioning (HVAC) system within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 PM and 7:00 AM.

LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to Section 112.05, any

powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of construction equipment.

A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations in the LAMC. The 5-dBA increase above ambient noise is applicable to City-regulated noise sources (e.g., mechanical equipment), and is applicable any time of the day. Section 111.02 of the LAMC states that the baseline ambient noise shall be the actual measured noise level of the City’s presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes. To account for people’s increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than five minutes but less than 15 minutes in a one-hour period (for a total of 10 dBA above the ambient), and an additional 5 dBA allowance for noise sources occurring five minutes or less in any one-hour period (for a total of 15 dBA above the ambient). These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours).

Ambient Noise Levels

The primary off-site noise sources in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) along SR-118, I-405, Sepulveda Boulevard, and Bermuda Street. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels are generally highest during the daytime and rush hour unless congestion slows traffic speeds substantially. Other sources of noise in the project vicinity include general conversations from passersby activities associated with adjacent residential and commercial development. Existing noise sources on the project site include noise associated with motor vehicles entering/exiting the surface parking lot on the project site.

To determine ambient noise levels at the project site, three 15-minute noise measurements (Leq[15] dBA) were taken between 4:00 PM and 5:00 PM (evening peak hour) on Friday, March 23, 2018. As shown in Table 8, measured noise levels ranged from 65.1 to 66.5 dBA Leq.

Table 8 Project Sound Level Monitoring Results

Measurement Number ¹	Measurement Location	Sample Time	Approximate Distance to Centerline of Roadway	Leq[15] (dBA) ²
1	Southern terminus of Langdon Avenue	4:16 PM – 4:31 PM	30 feet	66.2
2	Bermuda Street at northern boundary of project site	4:33 PM – 4:48 PM	30 feet	65.1
3	Bermuda Street to the west of the project site	4:00 PM – 4:15 PM	20 feet	66.5

¹ Refer to Figure 2 in Appendix D for the locations of noise measurements.

² The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the Leq

was over a 15-minute period (Leq[15]).

Source: Rincon 2018d

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise-sensitive land uses in the area of the project site are residences to the west and north of the project site. The residential noise-sensitive receptors closest to the project site are the mobile homes in the Bermuda Mobile Home Park located 75 feet north and west of the project site.

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

Temporary Construction Noise Impacts

Construction of the project would generate temporary noise that would exceed existing ambient noise levels in the project vicinity, but would cease upon project completion. As indicated in the LAMC Sections 112.05 and 41.40, construction noise would be significant if:

- Levels exceed 75 dBA Lmax measured at a distance of 50 feet from the source and within 500 feet of a residential zone; or
- Noise is generated outside of allowable construction hours.

Noise impacts associated with construction activity are a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Noise levels from individual pieces of construction equipment and the combined operation of multiple pieces of equipment are based on the Federal Highway Administration's *Highway Construction Noise Handbook* (2006). Noise estimates were made using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). Peak noise levels associated with the use of individual pieces of heavy equipment can range from about 70 to 89 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (Federal Highway Administration 2006).

Table 9 lists project construction noise by phase for multiple pieces of construction equipment operating simultaneously and the typical overall noise level that would be expected during each phase, as well as the maximum and average hourly noise levels (Lmax and Leq, respectively) at 75 feet, which is the distance to the nearest sensitive receptors.

Table 9 Construction Noise Levels by Phase

Construction Phase	Equipment	Estimated Noise at 50 feet (dBA Lmax)	Estimated Noise at 75 feet (dBA Leq)	Estimated Noise at 75 feet (dBA Lmax)
Site Preparation	Grader, Dozer, Backhoe/Tractor	85.0	79.7	81.5
Grading	Grader, Dozer, Backhoe/Tractor	85.0	79.7	81.5
Building Construction	Crane, Forklift, Generator, Backhoe/Tractor, Welders (3)	80.6	77.8	77.1
Paving	Cement and Mortar Mixers, Paver, Paving Equipment, Roller, Backhoe/Tractor	89.5	80.6	86.0
Architectural Coating	Air Compressor	77.6	70.2	74.1

Source: Rincon 2018d.

As shown in Table 9, operation of equipment during various phases of construction could generate an average hourly sound level ranging from 70.2 to 80.6 dBA Leq and maximum sound levels ranging from 74.1 to 86.0 dBA Lmax at 75 feet (at mobile home residences to the north and west). In addition, although the project would be subject to RCMs RC-NO-1 and RC-NO-2 (see below), maximum construction-related noise levels could exceed 75 dBA Lmax at 50 feet without mitigation.

Industrial grade mufflers have been proven to reduce noise levels by at least 15 dBA at 50 feet of distance, and residential grade mufflers have been proven to reduce noise levels by at least 20 dBA at 50 feet (refer to Appendix C of the Noise Study [Initial Study Appendix D]). However, engine noise is not the primary noise source for certain types of equipment, such as saws, pneumatic tools, jackhammers, and pile drivers. Sound enclosures would reduce noise from stationary equipment by 20 dBA (Echo Barrier 2018). Implementation of Mitigation Measure XII-20, as contained in the City’s Mitigation Monitoring Plan, would reduce equipment noise levels to less than 75 dBA Lmax at 50 feet. Therefore, with mitigation, project construction noise impacts would be reduced to a less than significant level.

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 AM and 6:00 PM Monday through Friday, and 9:00 AM to 6:00 PM on Saturday and national holidays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.
- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.

- Air compressors, auger drill rigs, concrete mixers, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 8 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall remain in place until all windows have been installed and all activities on the project site are complete.
- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Bermuda Street and Langdon Avenue.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

As noted above, LAMC Section 41.40 restricts construction to between the hours of 7:00 AM and 9:00 PM on weekdays and 9:00 AM and 6:00 PM on Saturdays and national holidays with construction prohibited on Sundays. This includes construction or repair work of any kind, any excavating for any building or structure that includes the use of any power-driven drill or riveting machine excavator, and any other equipment that makes loud noises that disturb persons occupying sleeping quarters in any dwelling, hotel, apartment, or other place of residence. In addition, the project would be subject to the following RCM, as contained in the City's Mitigation Monitoring Plan:

RC-NO-1

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, City Noise Ordinance Nos. 161,574 and 144,331, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses.

In addition to on-site construction activities, off-site construction noise sources attributable to construction trucks (i.e., delivery and concrete mix trucks) could also affect nearby noise-sensitive land uses. Construction-related deliveries would occur during the building phase of construction for the project, which would result in up to approximately 10 vendor trips per day for approximately 200 days. Based on traffic counts conducted by Rincon during the evening peak hour on Friday, March 23, 2018, the existing average daily traffic (ADT) on Bermuda Street is estimated at about 800 ADT. The temporary addition of about 10 truck trips per day would not increase noise levels by 3 dBA, which is the significance threshold for an audible increase because, as previously stated, a 3 dBA increase would occur if traffic on Bermuda Street was doubled (to 1,600 ADT). While individual

trucks would generate audible noise, the change in daily or hourly noise levels would not be audible at noise-sensitive land uses along local roadways.

Operational Noise

Impacts to Existing Noise-Sensitive Land Uses

HVAC EQUIPMENT

Noise levels from HVAC equipment can reach 100 dBA Leq at a distance of 3 feet (U.S. EPA 1971). These units usually have noise shielding cabinets placed on the roof or are in mechanical equipment rooms. HVAC rooftop equipment at the project site would be located approximately 75 feet from mobile home residences to the north and west. HVAC equipment typically generates noise levels of approximately 60 to 70 dBA Leq at 15 feet. Based on the typical attenuation rate of 6 dBA per doubling of distance, noise levels generated by HVAC equipment at the nearby sensitive receptors could be as loud as 56 dBA Leq. This would not exceed existing ambient noise levels of 65 to 67 dBA Leq in the vicinity of the project site. In addition, the design of the equipment would be required to comply with 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 any other occupied property by more than 5 dBA. Therefore, impacts would be less than significant.

OUTDOOR RECREATIONAL USES

Outdoor recreational uses associated with the project would include common areas located on the second and fourth floors that would be enclosed on four sides by the proposed apartment building but open to the sky. Noise levels associated with the proposed courtyards would be negligible because they are shielded on all sides by the surrounding building. Additional outdoor recreational uses include 1,635 sf of common space located on the roof of the building. Noise levels associated with the rooftop open space would also be negligible because the proposed building would be four stories tall and the mobile home uses adjacent to the project site are only one or two stories in height. Adjacent buildings have no roof access; therefore, residences would not be exposed to exterior noise from rooftop activities associated with the proposed project. The project would also be subject to the City's Noise Ordinance, which would restrict noise at the neighboring property line.

In social situations, people often talk at distances of approximately 3 to 13 feet. A typical voice level at this distance is approximately 60 dBA (The Engineering Toolbox n.d.). As shown in Table 8, ambient noise levels at the project site vicinity range from 65.1 to 66.5 dBA Leq along Bermuda Street. On-site human voices would not typically generate an audible noise level increase in excess of the existing noise environment. In addition, such noise would be temporary and intermittent and would be similar to what is generated at existing nearby residences. Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, or other sound that would disturb nearby residences or people working in the area from exceeding the ambient noise level on another property by more than 5 dBA. Future project residents would have to comply with this requirement. Noise levels would be consistent with existing ambient noise levels, and proposed outdoor recreational uses would not generate an audible increase in the ambient noise environment. Therefore, impacts would be less than significant.

DELIVERY AND TRASH HAULING TRUCKS

The proposed multi-family residential project would require periodic delivery and trash hauling services. The project site is located in an urbanized area and is surrounded by existing residential uses. Therefore, delivery and trash trucks are already a common occurrence in the project vicinity. While individual truck trips would generate an audible noise, such events would not occur daily and would not result in an audible change in the daily ambient noise level at adjacent noise-sensitive receptors. In addition, California law prohibits trucks from idling for longer than five minutes. Delivery and trash truck trips would be a periodic source of operational noise, but would not be different from what is generated by truck trips associated with existing development in the area or result in a notable audible increase to the ambient noise level in the project vicinity. Therefore, impacts would be less than significant.

PARKING NOISE

Parking noise is typically associated with screeching tires, slamming doors, and peoples' voices. Project-related parking noise would create a significant impact if it causes an audible increase in the ambient noise level. Parking for the project would be located in a ground-level parking garage and at a parking lot located along the southern border of the project site. The enclosed structure would serve to reduce noise from parking activity at the project site. Noise generated by the outdoor parking could exceed ambient noise levels at the nearby sensitive receptors. However, parking lot noise would be temporary and intermittent, and would be similar to what is generated at existing nearby residences. Parking activity would not audibly increase the noise level at nearby noise-sensitive receptors. Therefore, potential impacts would be less than significant.

OFF-SITE TRAFFIC NOISE

The project would generate new vehicle trips and increase traffic on area roadways. As previously stated, based on traffic counts conducted by Rincon during the evening peak hour on Friday, March 23, 2018, the existing ADT on Bermuda Street is estimated at about 800 ADT. The proposed project would generate 346 ADT (LLG 2017). Using the projected traffic volumes, traffic weighted average daily noise levels were estimated along Bermuda Street using the U.S. Department of Housing and Urban Development's (HUD) Day/Night Noise Level (DNL) Calculator. The City's General Plan outlines noise levels which are considered "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." Because ambient noise levels at the adjacent mobile homes is currently at the level of "conditionally acceptable," project operation would result in a significant noise impact if the project would result in a long-term increase of 3 dBA (or exceed 70 dBA), the threshold considered "conditionally acceptable" for mobile homes and multi-family homes. As shown in Table 10, project traffic would not generate an audible increase in traffic noise when compared to existing ambient noise levels; therefore, the project's contribution to existing traffic noise levels in the project site vicinity would be less than significant.

Table 10 Project-Generated Traffic Noise

Roadway Segment	Noise Level (dBA CNEL) ¹			Significance Threshold (dBA CNEL)	Significant
	Existing	Existing Plus Project	Change in Noise Level		
Bermuda Street ²	56.7 ³	58.3	1.6	3	No

¹ The HUD DNL Calculator calculates noise in Ldn, however Ldn and CNEL are interchangeable.

² Due to the residential nature of the project site, it was assumed that cars comprised 99 percent of traffic and medium trucks comprised 1 percent.

³ Modeled roadway noise is significantly lower than measured roadway noise because the model does not account for the close proximity of Highway 118. Therefore, the change in noise level is conservative.

Source: Rincon 2018d

Exposure of Proposed Noise-Sensitive Residences to Noise

Regarding noise generated by existing sources, in the California Supreme Court *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015), the Court, relying upon CEQA (Public Resources Code) Section 21083 and other relevant provisions, held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a project risks exacerbating those environmental hazards or conditions that already existing, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project’s impact on the environment – and not the environment’s impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” The project would not directly exacerbate an existing condition. Assessing noise from existing land uses equates to assessing the environment’s impact on the project. Therefore, based on the California Supreme Court ruling, this analysis would not be consistent with and is not required by CEQA.

The dominant source of noise on the project site is traffic along area roadways, particularly SR-118 and Bermuda Street. The proposed residential use would qualify as a new noise-sensitive receptor on the project site. As shown in Table 8, existing noise levels in the vicinity of the project site range from 65.1 to 66.5 dBA Leq, and the peak hourly Leq at the project site would be roughly equal to the daily CNEL value; therefore, noise levels at the project site range from approximately 65 to 67 dBA CNEL.

According to the City’s adopted exterior noise standards, ambient noise levels from 60 to 70 dBA CNEL are considered conditionally acceptable for multi-family residences, provided that project design includes noise insulation features.

Per the Noise Element of the City’s General Plan, intrusive noise must not exceed 45 dBA CNEL in any habitable room, consistent with California Building Code Title 24 requirements for interior noise levels (City 1999b). The manner in which buildings in California are constructed typically provides a reduction of exterior-to-interior noise levels of up to 25 dBA with closed windows (Federal Transit Administration 2006). Based on an existing exterior noise level of 67 dBA CNEL, proposed residences would experience an interior noise level of approximately 42 dBA. Thus, the project would be compliant with the City’s interior noise standards, and potential impacts would be less than significant implementation of mitigation measures.

XII-170 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

Environmental impacts to future occupants may result from this project’s implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment hereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL or 45 dBA in any habitable room.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Vibration refers to groundborne noise and perceptible motion and is typically measured in decibels (i.e., VdB). The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB (Federal Transit Administration 2006). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is 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.

To determine vibration impacts during project construction, vibration levels were calculated at vibration-sensitive receptors and compared to the Federal Transit Administration’s guidelines set forth in the *Transit Noise and Vibration Assessment* (2006). The general human response to different levels of groundborne vibration velocity levels is described in Table 11.

Table 11 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Transit Administration 2006.

As a residential use, the project would not generate significant stationary sources of vibration, such as heavy equipment operations. Operational vibration in the project vicinity would be generated by additional vehicular travel on local roadways; however, any increase in traffic-related vibration levels would not be perceptible because the project would only incrementally increase existing traffic volumes by 346 ADT along Bermuda Street. Therefore, operation of the proposed residential development would not generate significant groundborne vibration.

Table 12 lists groundborne vibration levels for project construction equipment, including a loaded truck, dozer, and roller at 75 feet from the source, which is the distance to the nearest noise-sensitive receptor. As shown in Table 12, project construction would generate peak vibration levels ranging from 71 to 80 VdB at the mobile homes to the west and north of the project site. Although vibration would exceed the 75 VdB threshold for perception of groundborne vibration, construction hours would be limited by LAMC Section 41.40, which restricts construction to between the hours of 7:00 AM and 9:00 PM on weekdays and 9:00 AM and 6:00 PM on Saturdays and national holidays with construction prohibited on Sundays. In addition, groundborne vibration would not reach levels that could cause building damage (100 VdB) at structures in the project site vicinity. Therefore, impacts related to vibration would be less than significant.

Table 12 Vibration Levels for Construction Equipment

Equipment	Approximate VdB at Mobile Home Residences (at a distance of 75 feet)
Loaded Truck	71
Dozer	73
Roller	80

Source: Rincon 2018d

LESS THAN SIGNIFICANT IMPACT

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

The project would have a significant impact on existing noise-sensitive land uses if it results in a permanent 3 dBA CNEL increase in ambient noise levels above existing levels at sensitive receptor property lines. As described in response to question 12.a, above, operational noise associated with the project such as off-site traffic noise, HVAC equipment, delivery and trash hauling trucks, and parking lot noise, would not result in a substantial permanent increase in noise in the project vicinity above existing levels. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Refer to response to question 12.a, above. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- e. *For a project located in 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?*

The closest public airports to the project site are Whiteman Airport, which is approximately 2.9 miles east of the project site, and Van Nuys Airport, which is approximately 3.5 miles southwest of the project site. However, the project site is not located within an airport influence area or an airport runway protection zone (County of Los Angeles n.d.), and the future residents of the

proposed project would not be exposed to excessive airport noise levels. Therefore, no impact related to airport noise would occur.

NO IMPACT

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

There are no nearby private airstrips within the vicinity of the project site. Therefore, no impact related to private airstrip noise would occur.

NO IMPACT

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13 Population and Housing

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

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 population growth that would otherwise not have occurred as rapidly or in as great a magnitude.

The City has a current (January 2017) population of 4,041,707 with an average household size of 2.86 persons (California Department of Finance 2017). SCAG forecasts that the population of Los Angeles will grow to 4,609,400 by 2040, which is an increase of 567,693 (12 percent) relative to the 2017 population (SCAG n.d.).

The project would involve the construction and operation of 52 new multi-family residential units. Based on the average number of residents per household in Los Angeles of 2.86 persons, the project would add an estimated 149 residents to the City. Assuming, conservatively, that all new residents would relocate to the project from outside the City, the project-generated increase would bring the total Los Angeles population to 4,041,856. The Mission Hills-Panorama City-North Hills Community Plan and the Framework Element of the City's General Plan only forecast population growth to 2010, but the increase in residential population resulting from the project is within the SCAG 2040 population projections for the City; therefore, impacts would not be considered substantial. The project would meet a growing demand for housing near job and transportation centers, consistent with state, regional, and local regulations designed to reduce trips and GHG emissions. Operation of the project would not induce substantial population growth in the project area, either directly or indirectly. Physical secondary/indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Accordingly, population-related impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

There are no existing residences on the project site. Therefore, the project would not displace any existing housing. No impact would occur.

NO IMPACT

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

The project would not displace any people or necessitate the construction of replacement housing. No impact would occur.

NO IMPACT

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14 Public Services

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the 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?*

A project would have a significant impact related to 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 LAFD provides fire protection and emergency medical services for the City. The fire station closest to the project site is Fire Station No. 75, located at 15345 San Fernando Mission Boulevard, approximately 0.4 mile from the project site (City 2016c). The project site is not located in a Selected Wildfire Hazard Area or a Brush Fire Hazard Area (City 2016c; City 1996a). The project would incrementally increase the area population by 52 residences, and therefore could increase the number of emergency calls and demand for fire and emergency medical services.

To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that the project is within an existing service area and there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve potential future development on the project site, or to maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, the LAFD can shift resources to meet local demands for fire protection and emergency services. The project would not create capacity or service level problems or require new or expanded facilities that could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, potential impacts to fire protection services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station.

The City of Los Angeles Police Department (LAPD) station closest to the project site is the Mission Community Police Station, located at 11121 North Sepulveda Boulevard approximately 0.4 mile from the project site. The project would result in an increase of 52 residential units in the City, and could increase demand for police services.

Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments

beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the project, the project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing of patrol units, additional resources can be called in. New or expanded facilities would not be required for adequate police protection.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

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 schools serving the project site. The project site is located within the Los Angeles Unified School District (LAUSD) and would be served by Haskell Elementary STEAM Magnet, Danube Avenue Elementary School, George K. Porter Middle School, John F. Kennedy Senior High, Northridge Academy Senior High, and Valley Academy of Arts and Sciences (LAUSD n.d.).

The proposed 52 residences would increase the City population by approximately 149 and incrementally increase students within LAUSD. Using a per household estimate of 0.13 students from Kindergarten through 5th grade, 0.075 for students from 6th through 8th grade, and 0.1 for students from 9th through 12th grade, the project would generate approximately 17 additional students at LAUSD schools.

To offset a project’s potential impact on schools, Government Code 65995(b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by LAUSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project applicant would be required to pay the state-mandated school impact fees. Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees “... is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” The project would comply with the RCM listed below, as contained in the City’s Mitigation Monitoring Plan, and would have less than significant impacts.

RC-PS-1 (Payment of School Development Fee)

Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

A significant impact could occur if the project would exceed the capacity or capability of the local park system to serve the project. The City's Department of Recreation and Parks is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The project would result in an increase of 52 residential units in the City, which could result in a small increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the project applicant would pay the Dwelling Unit Construction Tax for construction of new dwelling units.

In addition, the project would be required to comply with the RCMs listed below, as contained in the City's Mitigation Monitoring Plan:

RC-PS-2 (Increased Demand for Parks or Recreational Facilities)

Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

RC-PS-3 (Increase Demand for Parks or Recreational Facilities – Zone Change)

Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

Therefore, the project would not create capacity or service level problems, substantially increase use of existing parks, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, impacts to park facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 other public facilities?*

A significant impact may occur if the project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which would exceed the capacity available to serve the project site, necessitating a new or physically altered public facilities, the construction of which would have significant environmental impacts. The project would result in the increase of 52 dwelling units and could result in increased demand for library services and resources of the Los Angeles Public Library System. The library closest to the project site is Granada Hills Branch Library, located at 10640 Petit Avenue, approximately 2.1 miles from the site (Los Angeles Public Library *Find a Library*).

However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on public facilities.

LESS THAN SIGNIFICANT IMPACT

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15 Recreation

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

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 cause premature deterioration of the park facilities; or
- Includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment.

As identified by the City's Department of Recreation and Parks, the City's parks system consists of approximately 16,000 acres of parklands (City 2016d). The parks closest to the project site are Brand Park (0.7 mile away), Devonwood Park (1.1 miles away), Van Norman Lakes Reservoir (1.2 miles away), Fox and Laurel Park (1.3 miles away), Devonshire Arleta Park (1.5 miles away), Carey Ranch (1.6 miles away), and Granada Hills Pool and Recreation Center (1.7 miles away). The City's current (January 2017) population is estimated at 4,041,707 people (California Department of Finance 2017). Consequently, there are about 4.0 acres of parkland for every 1,000 residents and the City currently meets the standard ratio for parkland in the Quimby Act (California Department of Parks and Recreation 2002).

The project would not involve construction of new parks, but would accommodate a population increase estimated at 149 persons, or 0.004 percent of total City of Los Angeles population. The ratio of 4.0 acres of parkland for every 1,000 residents would not be reduced by the negligible population contribution of the project. The project applicant would be required to pay applicable Quimby Act fees to offset park demand created by the project's proposed 52 units. Thus, while there would be an incremental increase in use of the existing parks, the existing parkland ratio would stay essentially the same and no significant impacts would occur to existing parks. Refer to response to question 14.d, above, for applicable RCMs. Impacts to recreational facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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?*

Refer to response to question 15.a, above. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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16 Transportation/Traffic

The analysis of the impacts related to transportation and traffic is based on a Traffic Technical Memorandum (LLG 2017) prepared for the project, which is included in its entirety as Appendix E. It is noted that impacts were not analyzed for the VTT because the two existing commercial uses on the project site are not being modified or expanded.

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

Construction-Related Traffic

Construction would involve the use of on- and off-road heavy equipment, including dozers, graders, cranes, and pavers. As presented in Table 13, total vendor and on-site worker trips would be approximately 13,048 over the total 21-month construction period. Building construction would be performed over an approximately seven-month period and would generate approximately 58 trips per day.

Table 13 Construction Phase Vehicle Trips

Phase	Vendor Trips per Day	On-site Worker Trips per Day	Total Trips per Day
Site Preparation	0	8	8
Grading	0	8	8
Building Construction	10	48	58
Architectural Coating	0	13	13
Paving	0	10	10

Source: CalEEMod

The amount of construction-related traffic would be less than project operational traffic (see *Operational Traffic*, below). However, large trucks entering and exiting the project site have the potential to disrupt local traffic patterns and increase safety risks to vehicles and pedestrians. Impacts would be potentially significant unless mitigation is incorporated. To ensure construction-related transportation nuisance and safety impacts remain less than significant, Mitigation Measures XVI-30 and XVI-80, as contained in the City’s Mitigation Monitoring Plan, would be implemented. Residual impacts would be less than significant.

XVI-30 Transportation

The following shall be implemented to minimize traffic disruption during construction:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9:00 AM or after 3:00 PM.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80 Pedestrian Safety

The following shall be implemented to ensure pedestrian safety duration construction:

- The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- The applicant shall keep sidewalks open during construction unless closure is 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.

Operational Traffic

The Traffic Technical Memorandum for the project concluded that the project would generate an increase of 346 ADT, including 27 AM peak hour trips and 32 PM peak hour trips (LLG 2017). These trips do not use reduced trip generation rates for family affordable housing units; therefore, the estimated project ADT is conservative. The Traffic Technical Memorandum analysis potential impacts to the following two intersections:

- Sepulveda Boulevard / Brand Avenue
- Sepulveda Boulevard / Chatsworth Street

To evaluate the effects of the project’s traffic on the available transportation infrastructure, the City of Los Angeles Department of Transportation measured the significance of the impacts in terms of change to the volume-to-capacity ratio (v/c) and level of service (LOS; refer to Table 14 for intersections impact threshold criteria).

Table 14 City of Los Angeles Intersection Impact Threshold Criteria

Final v/c	Level of Service	Project Related Increase in v/c
>0.701 – 0.800	C	Equal or greater than 0.040
>0.801 – 0.900	D	Equal or greater than 0.020
>0.901	E or F	Equal or greater than 0.010

Source: LLG 2017

Table 15 compares existing v/c and LOS at the two study intersections with and without the project, and Table 16 compares v/c and LOS anticipated in the near-term future at the two study intersections with and without the project. The change in v/c shown in Table 15 and Table 16 are below the City’s significance thresholds (as presented in Table 14) at both study intersections. Therefore, operational traffic impacts would be less than significant.

Table 15 Existing with Project Traffic

Location	Peak Hour	Existing (Year 2017) (V/C:LOS)	Existing with Project (V/C:LOS)	Change in V/C	Significant Impact
Sepulveda Blvd./ Brand Ave.	AM	0.477:A	0.479:A	0.002	No
	PM	0.406:A	0.408:A	0.002	No
Sepulveda Blvd./ Chatsworth St.	AM	0.888:D	0.891:D	0.003	No
	PM	0.858:D	0.862:D	0.004	No

Source: LLG 2017

Table 16 Near-Term Future Traffic

Location	Peak Hour	Year 2021 Future without Project (V/C:LOS)	Year 2021 Future with Project (V/C:LOS)	Change in V/C	Significant Impact
Sepulveda Blvd./ Brand Ave.	AM	0.525:A	0.527:A	0.002	No
	PM	0.448:A	0.449:A	0.001	No
Sepulveda Blvd./ Chatsworth St.	AM	0.970:E	0.973:E	0.003	No
	PM	0.936:E	0.940:E	0.004	No

Source: LLG 2017

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

No Congestion Management Program (CMP) intersection or freeway monitoring locations are present in the project study area. A CMP intersection traffic impact analysis is not required for the proposed project because the project would not add 50 or more trips to a CMP arterial monitoring intersection during either the morning or evening weekday peak hours. Similarly, the proposed project would not add 150 or more trips to a mainline freeway monitoring location during either the AM or PM weekday peak hours; therefore, no CMP traffic impact analysis is required for the proposed project. Accordingly, the proposed project would not conflict with an applicable CMP, and no impact would occur.

NO IMPACT

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

The closest public airports to the project site are Whiteman Airport, which is approximately 2.9 miles east of the project site, and Van Nuys Airport, which is approximately 3.5 miles southwest of the project site. However, the project site is not located in an airport influence area or an airport runway protection zone (County of Los Angeles n.d.), and the future residents of the proposed project would not be exposed to excessive airport noise levels. Therefore, impact with respect to air traffic patterns would occur.

NO IMPACT

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

The proposed project would include the construction of a multi-family residential development in an urbanized area. The project would not include sharp curves, dangerous intersections, or incompatible uses that would increase hazards. No impact would occur.

NO IMPACT

- e. *Would the project result in inadequate emergency access?*

As discussed in response to question 8.g, above, the proposed project would not require the closure of any public or private streets or impede emergency vehicle access to the project site or surrounding area. Emergency access to and from the project site would continue to be provided in accordance with requirements of the LAFD. Therefore, the project would not result in inadequate emergency access, and no impact would occur.

NO IMPACT

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

A significant impact may occur if the project would conflict with adopted policies or involve modifications of existing alternative transportation facilities located on-site or off-site. No changes to public transportation systems are proposed by the project, and project residents would have

access to the Sepulveda/Brand bus stop for the LA Local Metro Orange Line 234 and the Sepulveda & Chatsworth bus stop for the LA Local Metro Orange Line Commuter Express 419. The project also would include 58 bicycle parking spaces and a 100-sf area for servicing bicycles, which will augment bicycle infrastructure facilities. The proposed project would not introduce features that would conflict with existing policies, plans, or programs regarding public transit or the performance or safety of such facilities. No impact with respect to public transportation or alternative transportation plans, policies, or programs would occur.

NO IMPACT

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17 Tribal Cultural Resources

AB 52 establishes 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” (Public Resources Code [PRC] Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Sections 21074(a)(1)(A) and (B) define tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. 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 PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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 subdivision (c) of Public Resources Code Section 2024.1?*

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

As specified in AB 52, lead agencies must provide notice inviting consultation to 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. The Tribe must respond in writing within 30 days of the City’s AB 52 notice. The Native American 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 nine Tribes known to have resources in this area, on July 25, 2017, describing the project and requesting any information regarding resources that may exist on or near the project site.

On August 2, 2017, one tribal response was received from the Fernandeano Tataviam Band of Mission Indians, who requested information to determine whether the Tribe wished to engage in consultation. Specifically, the Tribe requested the estimated cubic yards of soil disturbance for the project and any previous archaeological studies for the property. On August 10, 2017, Planning staff responded that the project is proposed to be built with an on-grade parking structure and no excavation or grading other than rough and final grading to prepare the pad. Therefore, there would be no import or export of native soil other than normal spoils from foundations. No previous archaeological studies were performed to the applicant/staff's knowledge. Planning staff did not receive a request for a consultation after this information was provided to the Tribe. Additionally, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search (included in the case file for ENV-2017-628-MND and incorporated by reference herein) was completed with negative results.

LESS THAN SIGNIFICANT IMPACT

18 Utilities and Service Systems

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

A significant impact may occur if a project would:

- Discharge wastewater, whose content exceeds the regulatory limits established by the governing agency;
- Increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or
- Increase wastewater flows such that a sewer or treatment plant is constrained or would become constrained.

The Los Angeles Bureau of Sanitation operates and maintains the City’s wastewater infrastructure. The City’s wastewater collection system serves over four million residential and business customers within a 600-square-mile service area that includes the City and 29 contracting cities and agencies. Over 6,700 miles of public sewers connect to the City’s four wastewater treatment and water reclamation plants that process about 400 million gallons of wastewater per day (City n.d.).

The Donald C. Tillman Water Reclamation Plant (TWRP) serves the project site and is located in Van Nuys. According to the Los Angeles Bureau of Sanitation, the TWRP is designed to treat up to 80 million gallons per day (mgd) per day (City n.d.).

The project would produce an estimated 7,200 gallons of wastewater per day, as shown in Table 17 (City 2006). All wastewater from the proposed project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, impacts would be less than significant.

Table 17 Average Daily Wastewater Generation

Unit Type	Number of Proposed Units	Wastewater Generation Rate (gallons per unit)	Total Sewage Generation (gallons per day)
1-Bedroom	28	120	3,360
2-Bedroom	24	160	3,840
Total Proposed Project			7,200

Source: City 2006, Exhibit M.2-12

LESS THAN SIGNIFICANT IMPACT

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

A significant impact could occur if the project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The LADWP conducts water planning based on forecast population growth. The addition of 52 units as a result of the project would be consistent with Citywide growth, and, therefore, demand for water is not anticipated to require new water supply entitlements and/or require the

expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). In addition, prior to any future construction activities, project applicants would be required to coordinate with the Los Angeles Bureau of Sanitation to determine the exact wastewater conveyance requirements of the project and to evaluate whether any upgrades to the wastewater lines in the vicinity of the project site are needed to adequately serve project would be undertaken as part of the project. Therefore, the impact related to water and wastewater infrastructure would be less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As discussed in Section 9, *Hydrology and Water Quality*, the project would comply with current regulations pertaining to retention/detention of site runoff as well as applicable LID requirements, thereby reducing stormwater runoff from existing levels and eliminating the potential to adversely affect the local storm drain system. Accordingly, potential impacts to stormwater drainage facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. The LADWP provides water within the City limits. LADWP water sources between 2010 and 2014 included the Los Angeles Aqueducts (average of 29 percent), local groundwater (average of 12 percent), the Metropolitan Water District (average of 57 percent) and recycled water (average of 2 percent; City 2015). Assuming that water use is 120 percent of wastewater generation (refer to Table 17, above), the project would increase net water demand by approximately 8,640 gallons per day or 9.68 acre-feet per year (AFY). Table 18 shows the service area reliability assessment for a potential multiple dry year period 2020-2040 such as was experienced from the years 2010-2015 according to the City’s recently updated 2015 Urban Water Management Plan (UWMP).

Table 18 Multiple Dry Years Water Supply and Demand

	2020	2025	2030	2035	2040
Total Demand (AFY)	642,400	676,900	685,500	694,900	709,500
Supply (AFY)					
Existing/Planned	324,770	370,770	381,870	398,070	400,270
MWD Water Purchases	317,630	306,130	303,630	296,830	309,230
Total Supply	642,400	676,900	685,500	694,900	709,500

Source: City 2015, Exhibit 11G

LADWP projects that through various measures such as conservation and rebalancing the proportions of existing and future water supply sources, adequate water supplies will be available even in the multi-dry year scenario. Total demand in Table 18 was calculated based on LADWP's service area population, which is expected to increase from 3,987,622 in 2015 to 4,351,408 in 2035 (City 2015). As discussed above under Section 13, *Population and Housing*, the project would not generate population growth exceeding SCAG population forecasts. Therefore, the project's population and associated water demand increase has been accounted for in the UWMP. Despite the recent drought conditions, adequate water supplies are available to serve the project and water supply impacts would be less than significant.

In addition, the project would be required to comply with the RCMs listed below, as contained in the City's Mitigation Monitoring Plan:

RC-WS-1 (Fire Water Flow)

The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

RC-WS-2 (Green Building Code)

The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

RC-WS-4 (Landscape)

The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, 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).

LESS THAN SIGNIFICANT IMPACT

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

Refer to response to question 18.b, above. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The City has enacted numerous waste reduction and recycling programs in order to comply with AB 939, which required every city in California to divert at least 50 percent of its annual waste by the year 2000, and be consistent with AB 341, which sets a 75 percent recycling goal for California by 2020. As of 2012, the City achieved a landfill diversion rate of 76 percent (Los Angeles Mayor's Office n.d.).

AB 939 also requires each county to prepare and administer a Countywide Integrated Waste Management Plan. The County of Los Angeles' Department of Public Works is responsible for preparing and administering the Los Angeles County Countywide Integrated Waste Management Summary Plan (Summary Plan) and the Countywide Siting Element (CSE). These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and CalRecycle. The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion goal by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The CSE, approved by CalRecycle on June 24, 1998, identifies how, for a 15-year planning period, the county and the cities within would address their long-term disposal capacity demand to safely handle solid waste generated in the county that cannot be reduced, recycled, or composted (County of Los Angeles n.d.). Although the 15-year planning horizon has expired, the CSE is still in the process of being updated.

Various provisions of the LAMC also address solid waste recycling. The City of Los Angeles Space Allocation Ordinance (Ordinance No. 171687, August 6, 1997) sets requirements for the inclusion of recycling areas within individual development projects. In accordance with the Space Allocation Ordinance, all new multi-family residential development projects with four or more units shall provide an adequate recycling area or room for collecting and loading recyclable materials. The project would be subject to the multi-family residential requirement.

The City has adopted a *Construction and Demolition (C&D) Waste Recycling Ordinance* to assist in meeting the diversion goals of AB 939 and City of Los Angeles. The project would be required to comply with this ordinance. All construction and demolition waste generated by the project would be required to be taken to a certified C&D waste processor. Many certified waste processors are located within with the City of Los Angeles. The processor closest to the project site is East Valley Diversion / USA Waste of California, located at 11616 Sheldon Street in Sun Valley located approximately 6.9 miles southeast of the project site, which has a recycling rate of 76.73 percent as of January 1, 2018 (City n.d.).

The Los Angeles Bureau of Sanitation manages solid waste collection in the City. As the City's own landfills have all been closed and are non-operational, the destination landfills are privately owned and operated. In compliance with AB 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The project would also comply with all federal, State, and local regulations related to solid waste. Table 19 summarizes the permitted daily throughput, estimated average waste quantities disposed, remaining capacity, and closure date for landfills in the vicinity of the project site. As shown, landfills that may serve the project site have a remaining capacity of over 11,000 tons per day.

Table 19 Solid Waste Disposal Facilities

Facility	Permitted Daily Throughput (tons per day)	Average Daily Waste Quantities Disposed (tons per day)	Estimated Remaining Permitted Capacity (million tons)	Estimated Closure Date
Calabasas Landfill	3,500	951	5.95	2029
Sunshine Canyon City/County Landfill	12,100	7,496	62.11	2037
Commerce Refuse-to-Energy Facility	1,000	299	N/A	N/A
Total	22,600	11,158	73.05	-

N/A = not applicable

Sources: County of Los Angeles 2017; CalRecycle 2018

The project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the County Integrated Waste Management Summary Plan, and the City’s recycling program. There is adequate landfill capacity in the region to accommodate project-generated waste; therefore, with compliance with the RCMs listed below, as contained in the City’s Mitigation Monitoring Plan, impacts would be less than significant.

RC-SW-1 (Designated Recycling Area)

In compliance with Los Angeles Municipal Code, the proposed project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals

RC-SW-2 (Construction Waste Recycling)

In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

RC-SW-3 (Commercial/Multifamily Mandatory Recycling)

In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the proposed project’s regular solid waste disposal program. The project applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

LESS THAN SIGNIFICANT IMPACT

City of Los Angeles
Bermuda Apartments

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

Refer to response to question 18.f, above. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

19 Mandatory Findings of Significance

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

Based on the analysis in this Initial Study, the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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. Implementation of mitigation measures identified herein, and compliance with existing regulations would ensure impacts from this project would be less than significant with project mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Would 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)?*

Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects that, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. In order for a project to contribute to cumulative impacts, it must result in some level of impact on a project-specific level. As described in some detail above, several of the project effects are identified as “No Impact,” including all of the checklist questions under mineral resources. The following discussion looks only at those effects for which some level of potential impact was identified, which includes topics for which a “Less than Significant Impact” was identified, as well as those for which the threshold question assumed some level of impact (i.e., those for which consideration of a potential “significant” effect was considered, per *CEQA Guidelines* Section 15382; in this case, threshold questions that assumed impacts would be “Less than Significant with Project Mitigation”).

There are no other projects in the immediate vicinity of the project site. However, the City’s Major Projects list includes the ICON Panorama City and the Panorama Mall Expansion approximately 3.2 miles to the southeast of the project site (City 2016e).

Potential regional cumulative effects were considered for the remaining environmental topics, for which the project was found to result in less than significant impacts (without or with project mitigation):

- **Aesthetics.** There are no other projects within the immediate vicinity of the project site. The project is an infill development project in an urbanized area of the City. Due to the developed nature of the project area and the existing height restrictions in the area, it is unlikely that the project would result in significant cumulative impacts to aesthetics.
- **Agriculture and Forestry Resources.** There are no other projects in the vicinity of the project site, and the project is located in a highly urbanized area. Although the project site is zoned for

agricultural use (A2P-1), such use at the project site would not be compatible with adjacent and surrounding land uses, which include commercial and residential development, as well as major transportation corridors (SR-118 and I-405). The project would not involve any development that could result in the conversion of existing Farmland to non-agricultural uses. Therefore, no significant cumulative impacts are anticipated.

- **Air Quality.** There are no other projects in the immediate vicinity of the project site. Air pollutant and GHG emissions disperse from their original source and can affect the entire air basin (or, with global warming, potentially the entire Earth). For air quality, the baseline analysis addresses the cumulative condition—it is the contribution to the larger picture that is assessed in analyses of consistency with regional air quality strategies and pollutant dispersal. Air pollutant emissions associated with the project correlate with the traffic generated by the project, as the additional of vehicles on the roadways directly correlates to additional pollutant emissions. As discussed in Section 16, *Transportation/Traffic*, the project would result in a short-term increase in traffic during construction, as well as a long-term increase in traffic during project operations; however, the project would not contribute to a cumulatively considerable increase in traffic in the project area. Similarly, the project would include measures to reduce construction-related and operational air pollutant and GHG emissions. Other projects in the air basin would be required to comply with federal, state, regional, and local regulations and laws put in place to reduce impacts from air pollutant and GHG emissions. Therefore, the project would not result in significant cumulative impacts associated with air quality and GHG emissions.
- **Cultural Resources.** There are no other projects in the immediate vicinity of the project site, and the project site is within a highly urbanized area. The project site and surrounding areas do not contain any known cultural resources, other than the Bear Pit Bar-B-Q and Monterey Mobile Manor addressed in Section 5, *Cultural Resources*, above. Therefore, no significant cumulative impacts are anticipated.
- **Geology and Soils.** There are no other projects in the immediate vicinity of the project site, and the project site is within a highly urbanized area. Impacts associated with geology and soils are inherently restricted to the project area and would not contribute to cumulative impacts associated with other future developments. Therefore, no significant cumulative impacts to geology or soils would occur.
- **GHG Emissions.** See *Air Quality*, above.
- **Hazards and Hazardous Materials.** There are no other projects in the immediate vicinity of the project site, and the project site is within an urbanized area. With regard to hazards and hazardous materials, no regional problem is identified. One adjacent property was listed in a database search: U.S. Post Office/Mission City Annex, located at 10919 Sepulveda Boulevard, to the northeast of the project site. Based on the depth to groundwater in the vicinity of the U.S. Post Office/Mission City Annex and the distance of the U.S. Post Office from the project site, if an unauthorized release has occurred at the U.S. Post Office, it is unlikely that soil, soil vapor, or groundwater impacts would adversely affect the project site or future residents of the proposed project (Rincon 2018b). In the event that the project would result in accidental discharge associated with transport, use, storage, and/or disposal of hazardous materials during construction or operation of the project, there are prescribed activities to be conducted in accordance with the NPDES Construction General Permit that would reduce impacts associated with the discharge of contaminants to less than significant levels. The project would also comply with applicable federal, state, and local laws and regulations regarding hazardous materials. Therefore, any project contribution would be less than cumulatively considerable.

- **Hydrology and Water Quality.** There are no other projects in the immediate vicinity of the project site, and the project site is within an urbanized area. Potential water quality impacts associated with the project would be limited to short-term construction-related erosion/sedimentation and post-construction stormwater runoff from the property. Implementation of a SWPPP and BMPs, as part of project conformance with NPDES permit conditions, and a LID or Standard Urban Stormwater Mitigation Plan, as part of project conformance with RC-WQ-3, would effectively eliminate the potential for drainage- and water quality-related impacts. Accordingly, no significant cumulative impacts are anticipated.
- **Land Use and Planning.** There are no other projects in the immediate vicinity of the project site, and the project site is within an urbanized area. As stated in the *Project Description* and Section 10, *Land Use and Planning*, the project would include a vesting tentative tract map, vesting zone change, and site plan review. The vesting tentative tract map and vesting zone change would allow for the development of multi-family residential units with seven affordable housing units on the project site. No other new development is proposed on the remaining lots. With approval of the project, the project would be in compliance with required regulations and policies associated with the project. Therefore, no significant cumulative impacts are anticipated.
- **Noise.** There are no other projects in the immediate vicinity of the project site, and the project site is within an urbanized area. Noise impacts are inherently restricted to the project area and would not contribute to cumulative impacts associated with other future developments. Considering that noise impacts within the project area are regulated by the LAMC and the project would incorporate applicable mitigation measures, the project would not incrementally contribute to a significant cumulative noise impact.
- **Population and Housing.** There are no other projects in the immediate vicinity of the project site, and the project site is in an urbanized area. The project would not induce population growth beyond that included in the SCAG 2040 population projections for the City in their 2016-2040 RTP/SCS. Rather, the project would be growth-accommodating for the projected population increase in the area. Therefore, the project would not, directly or indirectly, contribute to significant cumulative impacts associated population and housing.
- **Public Services.** See *Population and Housing*, above. The project would not induce population growth beyond that included in the SCAG 2040 population projections for the City in their 2016-2040 RTP/SCS and thereby would not, directly or indirectly, contribute to significant cumulative impacts to public services.
- **Recreation.** See *Population and Housing*, above. The project would not induce population growth beyond that included in the SCAG 2040 population projections for the City in their 2016-2040 RTP/SCS and thereby would not, directly or indirectly, contribute to significant cumulative impacts to recreation.
- **Transportation/Traffic.** There are no other projects in the immediate vicinity of the project site, and the project site is within an urbanized area. As discussed in Section 16, *Transportation/Traffic*, the project would result in a short-term increase in traffic during construction, as well as a long-term increase in traffic during project operations; however, the project would not contribute to a cumulatively considerable increase in traffic in the project area with a net increase of 346 new daily trips. Accordingly, project traffic contributions would not be cumulatively considerable.
- **Tribal Cultural Resources.** There are no other projects in the immediate vicinity of the project site, and the project site is within an urbanized area. The project has met the requirements of

AB 52. No tribal cultural resources have been identified on the project site. Accordingly, no cumulative impact would occur.

- **Utilities and Service Systems.** See *Population and Housing*, above. The project would not induce population growth beyond that included in the SCAG 2040 population projections for the City in their 2016-2040 RTP/SCS and thereby would not, directly or indirectly, contribute to significant cumulative impacts to utilities and service systems.

For these reasons, impacts associated with cumulative effects would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A significant impact may occur if the project has the potential to result in significant impacts, as discussed in the preceding sections. In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 3, *Air Quality*, and Section 8, *Hazards and Hazardous Materials*, the project would not result, either directly or indirectly, in adverse hazards related to air quality or hazardous materials. As discussed in Section 7, *Noise*, construction activity would create potentially significant noise impacts on neighboring properties. Such impacts would be reduced to less than significant levels through implementation of the mitigation measures identified in Section 7, as well as compliance with RCMs. Therefore, impacts to human beings would be less than significant with project mitigation and regulatory compliance measures incorporated in other sections of this document.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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Appendix A

Air Quality and Greenhouse Gas Study

Appendix B

Geotechnical Investigation

Appendix C

Phases I and II Environmental Site Assessments

Appendix D

Noise Study

Appendix E

Traffic (Technical Memorandum, Volume to Capacity Ratios and LOS, HQTAs)