

Sustainable Communities Environmental Assessment

7940 North Lankershim (7018-7946 North Lankershim Boulevard and 11650-11664 West Strathern Street)

SUN VALLEY-LA TUNA COMMUNITY

PLANAREA

CaseNumber: ENV-2019-808-SCEA

Project Location: The Project is located at 7918-7946 North Lankershim Boulevard and 11650-11664 West Strathern Street and is bounded by North Lankershim Boulevard to the west and West Strathern Street to the north.

Council District: 6—Martinez

Project Description: The Project proposes the development of a seven-story mixed-use development consisting of 432 multi-family residential units and approximately 22,000 square feet of ground floor commercial uses. The Project would include a total square footage of approximately 678,328 square feet (sf) and a Floor Area Ratio (FAR) of 3.32:1. The residential units would include 72 one-bedroom units, 180 two-bedroom units, and 180 three-bedroom units. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households and Very Low Income Households. Of these, five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households. Two commercial properties are currently located on the Project Site including a one-story commercial building, a one-story office building, and associated surface parking and storage areas. The Project would demolish the existing structures to construct the Project. Up to 541 parking spaces (432 residential and 109 commercial parking spaces) would be provided in structured parking. The Project would provide 224 bicycle spaces in the structured parking (30 short term bicycle spaces and 194 long term bicycle spaces).

Public Review: A 30-day review period will begin on August 27, 2020, and end on September 28, 2020. Any interested person or agency may comment on this matter by submitting comments to Lilian Rubio via email at Lilian.Rubio@lacity.org; or by mail to 200 North Spring Street, Room 763, Los Angeles, CA 90012.

APPLICANT:

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ON BEHALFOF:

City of Los Angeles Department of City Planning Expedited Processing Section

AUGUST 2020

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SECTION 1 Introduction

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC).

Project Title:	7940 Lankershim Boulevard
Project Location:	7940 North Lankershim Boulevard (7918-7946 North Lankershim Boulevard and 11650-11664 West Strathern Street) Los Angeles, CA 91605
Lead Agency:	City of Los Angeles Department of City Planning 200 North Spring Street, Room 763 Los Angeles, CA 90012
City Staff Contact:	Lilian Rubio, City Planning Associate 213-978-1840
Project Applicant:	Lankershim Crossing, LLC 23622 Calabasas Rd., Suite 121 Calabasas, CA 91302

1.1 Project Description Summary

The subject of this SCEA is a proposed mixed-use development known as the 7940 Lankershim Boulevard Project. The Project Site is an irregular-shaped parcel bordered by North Lankershim Boulevard to the west and West Strathern Street to the north. To the immediate east of the Project Site are single-family residential uses and Blythe Street. Two commercial properties are currently located on the Project Site which includes a one-story commercial building, a one-story office building, and associated surface parking and storage areas. The Project would demolish the existing structures to construct the Project.

The Project proposes the development of a seven-story mixed-use development consisting of 432 multi-family residential units and approximately 22,000 square feet of ground floor commercial uses. The Project would be approximately 87 feet in height and would include a total square footage of approximately 678,328 square feet (sf) and a Floor Area Ratio (FAR) of 3.32:1. The residential component/portion would include 72 one-bedroom units, 180 two-bedroom units, and 180 three-bedroom units. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or

Very Low Income Households. Five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Very Low Income Households.

Up to 541 parking spaces (432 residential and 109 commercial parking spaces) would be provided in structured parking located within one subterranean level and one above-ground level. All parking would be fully enclosed and screened from public view. The Project would provide 224 bicycle spaces in the structured parking (30 short term bicycle spaces and 194 long term bicycle spaces).

Open space areas and amenities for residents would be include a central courtyard that would be landscaped and open to the sky. Other amenities would include a community room, recreational room, swimming pool and spa area, pet park, and private balconies.

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Pursuant to the Los Angeles Municipal Code Section (LAMC) Section 12.32-F, a Zone Change and Height District Change to change the zone from C2-1VL and R1-1 to RAS4-1-CUGU.and pursuant to LAMC Section 11.5.11(e) and the California Government Code Section 65915(k), three (3) Developer Incentives to permit:
 - Open Space to be located adjacent to a subject use as listed in LAMC Section 12.18-E.2(d) pursuant to LAMC Section 13.18-F.3(a);
 - An increase of Floor Area Ratio (FAR) to 3.32:1 in lieu of the required FAR required by LAMC Section 12.21.4;
- A parking ratio of 1 parking space per dwelling unit in lieu of the required parking spaces required by LAMC Section 12.21-A.4;Pursuant to LAMC Section 12.24-W,1, a Master Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages in an approximately 14,000 square foot retail store/pharmacy for off-site consumption and for the sale and dispensing of beer and wine in two approximately 4,000 square-foot restaurants for on-site consumption; and
- Pursuant to LAMC Section 16.05, a Site Plan Review for a project that creates more than 50 dwelling units.
- Approval of other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project. Such approvals may include, but not limited to: landscaping approvals, exterior approvals, storm water discharge permits, grading permits, haul route permits, and installation and hookup approvals for public utilities and related permits; and
- Adoption of the Sustainable Communities Environmental Assessment (SCEA).

1.2 Background Information on Senate Bill 375 and the SCEA

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by CARB. Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tools is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016–2040 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 28, 2016, CARB officially determined that the 2016–2040 RTP/SCS would achieve CARB's 2020 and 2035 GHG emission reduction targets.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2016–2040 RTP/SCS.

1.3 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC Section 21155 (a) and (b)):

- 1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2016–2040 RTP/SCS;
- 2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- 3. Provides a minimum net density of at least 20 dwelling units per acre; and
- 4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIR (SCAG's 2016–2040 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

- 1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.

Note: All relevant and feasible 2016–2040 RTP/SCS Program EIR mitigation measures shall be incorporated into the Project prior to conducting the initial study analysis.

- 2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
- 3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
- 4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
- 5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Required Findings

The City of Los Angeles finds, based on the information contained in Section 2 (Project Description), Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis), Section 4 (Initial Study Checklist), and Section 5 (Sustainable Communities Environmental Impact Analysis) of this document, the City finds that preparation of a SCEA in accordance with Public Resources Code Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project Sites in the 2016-2040 RTP/SCS) prepared by SCAG, which is the metropolitan planning organization for the City.
- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2016-2040 RTP/SCS would, if implemented, achieve the greenhouse gas emission reduction targets.
- The Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155 in that the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one---half mile of a major transit stop or high--- quality transit corridor included in a regional transportation plan;
- The Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);
- The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to Public Resources Code Section 21081, including the 2016-2040 RTP/SCS Program Environmental Impact Report (Program EIR);
- All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) in an initial study have been identified and analyzed in an initial study; and
- As outlined in detail in Section 5 (SCEA Initial Study Checklist) and Section 6 (Sustainable Communities Environmental Impact Analysis) changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

1.6 Organization of the SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

- Section 1. Introduction: This section provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.
- Section 2. Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental setting.
- Section 3. Sustainable Communities Environmental Assessment Criteria: This section includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California PRC Sections 21155.2, and 21159.28(a).
- Section 4. Incorporation of 2016-2040 RTP/SCS Program EIR Mitigation Measures : This section also identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2016–2040 RTP/SCS Program EIR and a discussion of the applicability of the mitigation measures to the Project.
- Section 5. SCEA Initial Study Checklist: This section contains the completed Initial Study Checklist and assesses the significant level under each environmental impact category.
- Section 6. Sustainable Communities Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.
- Appendices: Includes various documents, technical reports, and information used in preparation of the SCEA and can be found in the case file for ENV-2019-808-SCEA at the Department of City Planning.

SECTION 2 Project Description

2.1 Introduction

Lankershim Crossing, LLC (Applicant), proposes to develop the 7940 Lankershim Boulevard Project (Project) on an approximately 204,383 square foot/4.69-acre site (Project Site) located in within the Sun Valley-La Tuna Canyon Community Plan area within the City of Los Angeles (City). The Project is located at 7918-7946 North Lankershim Boulevard and 11650-11664 West Strathern Street and is within the Assessor Parcel Numbers (APN) 2311006019, 2311006028, 2311006030, 2311006035, 2311006038, 2311006039, 2311007001, 2311007002, 2311007003, and 2311007004.

The Project Site is an irregular-shaped parcel bordered by North Lankershim Boulevard to the west and West Strathern Street to the north. To the immediate east of the Project Site are single-family residential uses fronting Blythe Street. Two commercial properties are currently located on the Project Site which includes a one-story commercial building, a one-story office building, and associated surface parking and storage areas. The Project would demolish the existing structures to construct the Project.

The Project proposes the development of a seven-story mixed-use development consisting of 432 multi-family residential units and approximately 22,000 square feet of ground floor commercial uses. The Project would be approximately 87 feet in height and would include a total square footage of approximately 678,328 square feet and a Floor Area Ratio (FAR) of 3.32:1. The residentials would include 72 one-bedroom units, 180 two-bedroom units, and 180 three-bedroom units. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or Very Low Income Households. Five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households.

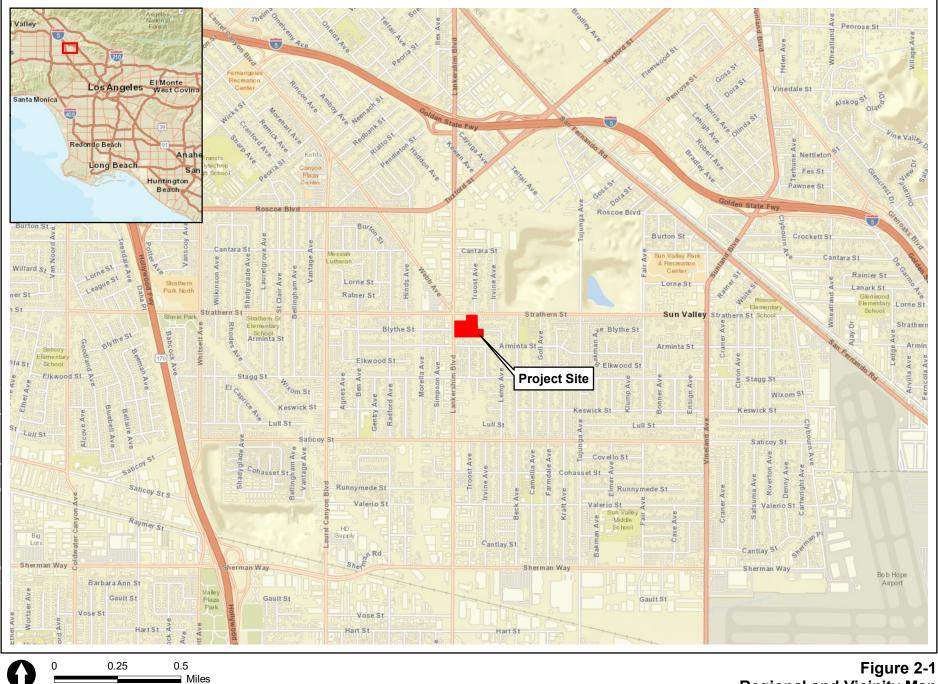
Up to 541 parking spaces (432 residential and 109 commercial parking spaces) would be provided in structured parking located within one subterranean level and one above-ground level. All parking would be fully enclosed and screened from public view. The Project would provide 224 bicycle spaces in the structured parking (30 short term bicycle spaces and 194 long term bicycle spaces).

Open space areas and amenities for residents would be include a central courtyard that would be landscaped and open to the sky. Other amenities would include a community room, recreational room, swimming pool and spa area, pet park, and private balconies.

2.2 **Project Location and Surrounding Uses**

The Project Site is bounded by North Lankershim Boulevard to the west and West Strathern Street to the north, as shown in **Figure 1**, *Regional and Vicinity Map*. The Project Site is served by a network of regional transportation facilities providing connectivity to the greater Los Angeles County. The Project is located approximately 0.80 miles south of Interstate 5 (I-5) and 1.2 miles west of State Route 170 (SR 170). The Project Site is also within the vicinity of the major thoroughfares of Vineland Avenue/Sunland Boulevard to the east, Saticoy Street to the South, and Laurel Canyon Boulevard to the west. The Project is 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. The Project Site is also in close proximity to Metro Bus lines 224 and 353, which run along North Lankershim Boulevard with a connection to the Metro Red Line at Universal Studios. The Metro Red Line route provides a connection to downtown Los Angeles via the districts of Hollywood and Mid-Wilshire. This subway provides a direct link to Union Station. Union Station provides access to the majority of the regions rail and bus lines, linking to major job centers throughout Los Angeles County.

As shown in **Figure 2**, *Aerial Photograph of the Project Site and Vicinity*, the Project Site is in a highly urbanized location surrounded by a mix of land uses, including commercial, residential, industrial, office, and school uses. Immediately northwest of the Project Site at the corner of North Lankershim Boulevard and West Strathern Street is a fast food restaurant (Burger King). Further north along Lankershim Boulevard are various automotive, restaurant, and retail uses. Also to the north of the Project Site, along the opposite northern side of Strathern Street are single-family uses. To the west, along North Lankershim Boulevard are automotive and restaurant, and other commercial uses. Further west, land uses transition to residential uses. To the east, the adjoining parcels are developed for residential uses. Further to the east is Arminta Street Elementary School and Arminta Street Early Education Center. Immediately to south of the Project Site are single-family residential and automotive uses (Schiro's Collision Repairs). Further to the south is Arminta Street and various residential uses, commercial and automotive uses. Also to the south, is a daycare center (LA Childcare and Development) along Lankershim Boulevard.



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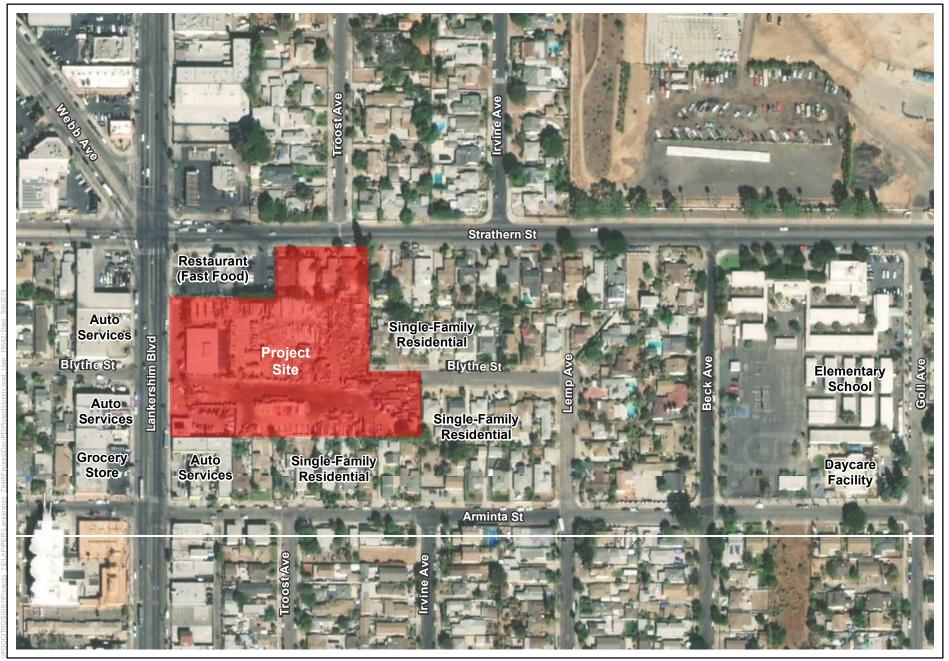


Figure 2-2 Aerial Photo of the Project Site and Vicinity



2.3 Site Background and Existing Site Conditions

Located on the Project Site is a single-story office and a single-story commercial building and associated uses. Located at 7916 North Lankershim Boulevard is a 1,600 square-foot one-story office building constructed in 1940 and associated parking. The one-story commercial building and associated parking located at 7934 and 7940 North Lankershim Boulevard was constructed in 1968 and totals 7,830 square feet. Photographs of the Project Site are provided on **Figure 3** and **Figure 4**, *Photographs of the Project Site*. As further described in Attachment B, Explanation of Checklist Determinations, none of the existing building on the Project Site are eligible as a historical resource under CEQA.

Existing landscaping on the Project Site is limited and consists of 35 non-native and nonprotected trees. The Project would remove existing trees and would replace the trees with 117 trees including 15 street trees for a net increase of 82 trees. There are no street trees located on the Project Site, however, the Project is proposing to add 15 new street trees to the site. The street trees will be subject to replacement requirements to the satisfaction of the Department of Public Works, Urban Forestry Division.

2.4 Planning and Zoning

The Project Site is within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan area and is designated as Neighborhood Commercial, which corresponds to the Property's current zoning of C2-1VL and R1-1. The project is located within the Los Angeles State Enterprise Zone (ZI-2374), the Clean Up Green Up Supplemental Use District (ZI-2458), and the Council Office Notification (Permits or Planning Entitlements) (ZI-2376).

The Project would require a Zone Change from C2-1VL and R1-1 to RAS4-1-CUGU. As the existing zoning allows for a FAR of 3:1 and a height of three stories due to a General Plan Footnote (Land Use Map, Footnote No. 2). The Project would require a zone change to RAS4-1-CUGU (residential/accessory) and incentives under Measure JJJ, LAMC Section 11.5.11-(a)1(ii), allowing the Project to utilize three incentives specified in the California Government Code Section 65915(k), used here for (1) a modification of LAMC Section 13.18-F.3(a) requirements to allow open space to be located adjacent to a "Subject Use" as listed in LAMC Section 13.18 E.2.(d); (2) a modification of LAMC Section 12.21.4 requirements to increase the allowable floor area ratio to 3.32:1; and (3) a modification of LAMC Section 12.21 A.4 requirements to provide one automobile parking space for each residential dwelling unit. The zone change is necessary to ensure that zoning for the Project Site is consistent with state law. The R1 portions of the Project Site's current zoning are inconsistent with its Neighborhood Commercial General Plan designation. Therefore, the Project's zone change achieves the state law requirement to ensure that zoning is consistent with the general plan. Moreover, the new zoning designation permits uniform development of mixed-use commercial and multi-family residential uses.

The Los Angeles City Council adopted Measure JJJ on December 31, 2016. The requested entitlements and incentives for the project, including additional FAR, are requested through Measure JJJ, which allows base and additional incentives for projects that reserve a certain

percentage of units as affordable and meet certain labor requirements. The new zoning designation would also permit the development of limited ground floor commercial uses, which allows for mixed-uses at the Project Site and would activate the street and encourage pedestrian activity. The introduction of mixed-uses is a key principle in efforts to promote smart growth, transit-oriented development and promotion of new housing opportunities consistent with the City's General Plan Framework and Sun Valley-La Tuna Canyon Community Plan.



Photo 1: View of Project Site and the commercial building from North Lankershim Boulevard looking east.



Photo 3: View of Project Site and the existing office building from North Lankershim Boulevard looking east.



Photo 2: View of Burger King restaurant north of the Project Site at the southeast corner of North Lankershim and West Strathern Street.



Photo 4: View of commercial uses south of the Project Site from North Lankershim Boulevard looking northeast.



Photo 7: View of single-family homes along Arminta Avenue south of the Project Site.

Photo 8: View of Project Site looking west from Blythe Street.

2.5 Description of the Project

The Project would demolish the two existing buildings on the Project Site and construct a sevenstory mixed-use building with apartment units above commercial retail and restaurant uses. Parking for the building would be within an at-grade level and within one subterranean level on the Project Site. Vehicle access to the Project Site parking garage would be provided via one fullaccess driveway on West Strathern Street and one limited access driveway accommodating rightturn ingress and right-turn egress only on North Lankershim Boulevard. The driveway on West Strathern Street would provide access to the residential parking spaces on the ground level and the subterranean level, while the driveway on North Lankershim Boulevard would provide access to the on-site commercial parking spaces on the ground floor and a ramp to subterranean residential parking spaces. Pedestrians would access the commercial uses from the pedestrian entrances along North Lankershim Boulevard and West Strathern Street. Additional access controlled residential pedestrian access are provided from within the parking garage and along the perimeter of the building.

As described in more detail below, residential uses would include approximately 604,314 square feet of floor area and up to 432 units, and approximately 22,000 square feet of commercial retail/restaurant space would be provided at the ground level. Residential amenities would include an 8,000 sf community room, a 10,000 sf recreation room, and 84,600 square feet of open space. Overall, the Project would include up to a maximum of approximately 678,328 square feet of floor area (FAR of 3.32:1). The proposed uses are summarized in **Table 1**, *Project Summary*.

Commercial (Retail and/or Restaurant Use)

New commercial space with retail such as a pharmacy and/or restaurant uses, totaling up to approximately 22,000 square feet would be located at the ground level. Of this total, commercial retail use would occupy approximately 14,000 square feet and restaurant uses would occupy approximately 8,000 square feet. The ground level commercial uses would be accessible from the sidewalks along North Lankershim Boulevard and West Strathern Street. Dedicated commercial parking spaces would be provided on the ground floor with access from a driveway on North Lankershim Boulevard. In addition, the pharmacy drive-through would be accessed via a separate driveway along North Lankershim Boulevard.

Lot Area	
204,383 (4.69 acres)	
Floor Area (FAR)	
Total Permitted Density	204,383 square feet divided by 400= 510.95 units
Proposed Residential Floor Area	604,314 square feet
Commercial Floor Area	22,000 square feet
Total Proposed Floor Area (entire project)	678,328 square feet
Floor Area Ratio	3.32
Land Uses	
Commercial (restaurant)	8,000 square feet
Commercial (retail)	14,000 square feet
Residential	432
One Bedroom	72
Two Bedroom	180
Three Bedroom	180
Required Open Space	
72 One Bedroom (72 x 100 sf)	7,200 square feet
180 Two Bedroom (180 x 125 sf)	22,500 square feet
180 Three Bedroom (180 x 175 sf)	31,500 square feet
Total Required Open Space	61,200 square feet
Provided Open Space	
Private Balconies	21,600 square feet
Recreation Room	10,000 square feet
Community Room	8,000 square feet
Courtyard Open to Sky	25,000 square feet
Rear Yard Open to Sky	20,000 square feet
Total Open Space	84,600 square feet
New Trees	117 (on-site and street trees)

TABLE 2-1 PROJECT SUMMARY

Residential Uses

Residential uses would be on floors two through seven and would include 432 apartments consisting of 72 one-bedroom units, 180 two-bedroom units and 180 three-bedroom units. A total of 11 percent (48 units) would be restricted affordable units. Of these units, 5 percent (22 units) would be restricted as affordable for Extremely Low Income Households and 6 percent (26 units) would be restricted as affordable for Very Low Income Households. Pedestrian access to the residential uses would be through Project's main lobby and residential leasing office located off of West Strathern Street. Residents would access a designated parking area through a driveway

off of West Strathern Street. Residential amenities include an 8,000 square-foot community room, a 10,000 square-foot recreation room, and a 25,000 square-foot central courtyard area. Other amenities would include a pool and spa, multi-use sport court, community garden, outdoor kitchen, game lounge, pet park, playground, and barbecue area.

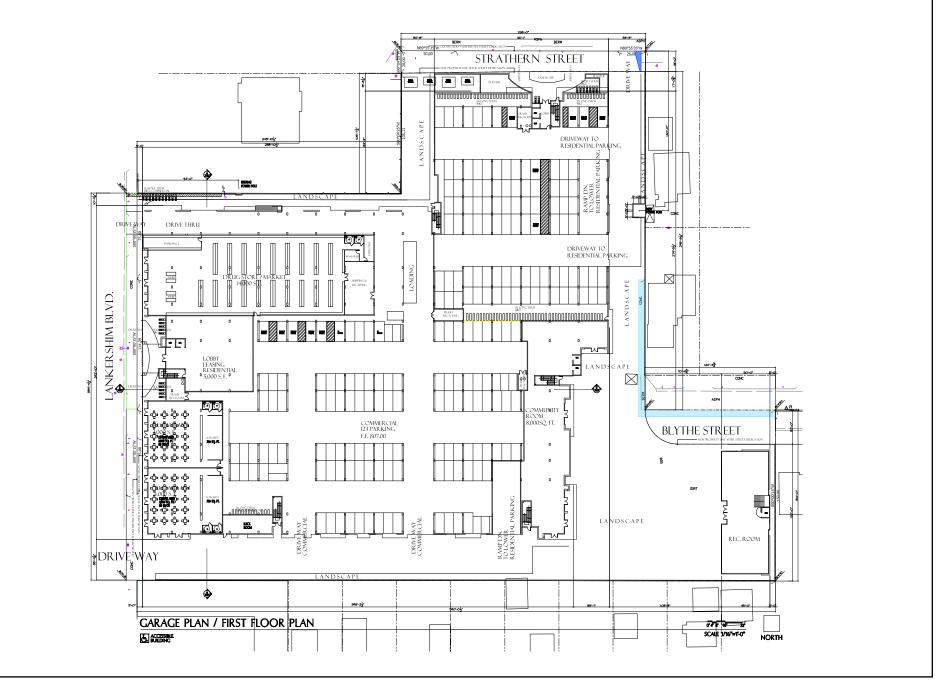
Project Design, Open Space, and Landscaping

Plans, conceptual renderings, and elevations of the Project are shown in **Figure 5**, *Site Plan*, **Figure 6**, *West Side Rendering*, **Figure 7**, *Intersection Rendering*, **Figure 8**, *Rear View Rendering*, **Figure 9**, *Ground level Landscape Plan*, **Figure 10**, *Podium Courtyard Landscape Plan*, **Figure 11**, *Concept Elevations* (*South and West*), and **Figure 12**, *Concept Elevations* (*North and East*). Along the west side of the property, along North Lankershim Boulevard, the main façade of the building is subdivided into four sections with varying scales and materials. Exterior building materials consist primarily of plaster, with accents of grey, blue and black paint, and glass tiles along residential balconies. At the ground level, businesses and the main lobby façade face the adjoining sidewalks and consist of primarily glass. Use of accent colors provide emphasis to select design features of the building, particularly emphasizing its square structural components. The design alternates textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding repetitive facades. Prior to the issuance of a building permit, the type or categories of all exterior glass and architectural features on the building facades would be submitted for review to the Department of Building and Safety to ensure that highly reflective materials are not utilized.

The building has been designed to activate the pedestrian environment with the inclusion of ground level commercial uses and lobby uses and new perimeter landscaping and street trees.

The Project would remove 28 existing trees on the Project Site and would provide 117 new trees, landscaping, and pedestrian amenities such as seating and benches in the Project's courtyard and rear yard. Landscaped open spaces would include new trees, planters, and planting beds with a variety of plant materials that complement the architecture. Plant material has been selected for temperature hardiness and low water use.

Open space amenities for residents would include a central courtyard located on the second floor between the residential units and connected by walkways, an outdoor recreation area located between the community room and recreation center, and a pet park south of West Strathern Street. The outdoor recreation area adjacent to Blythe Street would include a pool, spa, seating area, barbecue area, playground, lounge, and landscaping. In total, the Project would provide up to approximately 84,600 square feet of open space, of which, 21,600 square feet would be private balconies.



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Figure 2-5 Site Plan

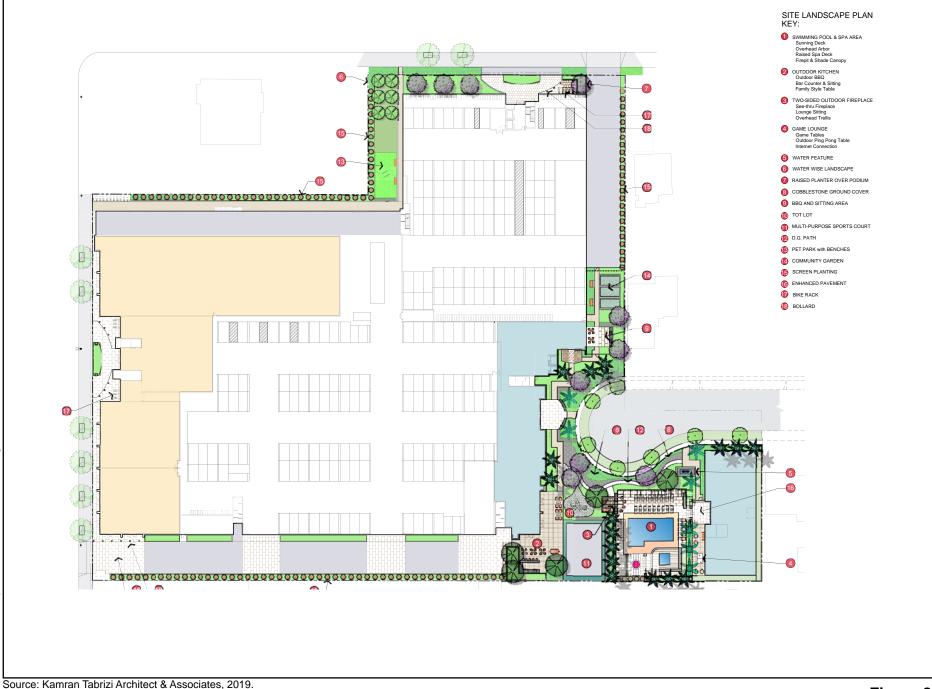


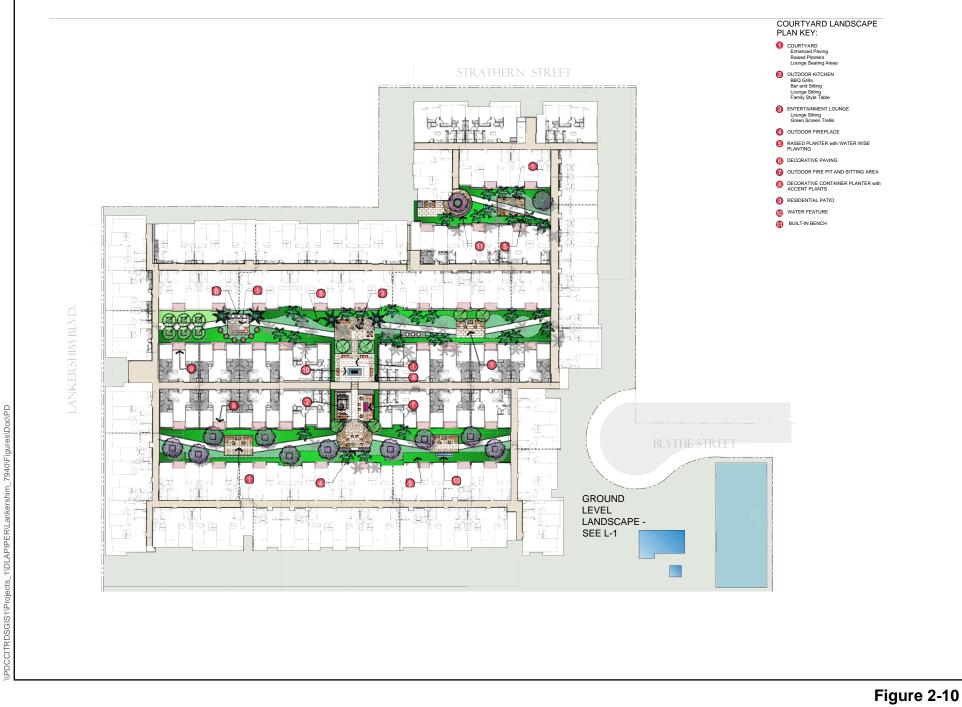


Source: Kamran Tabrizi Architect & Associates, 2019.



Source: Kamran Tabrizi Architect & Associates, 2019.





Podium Courtyard Landscape Plan

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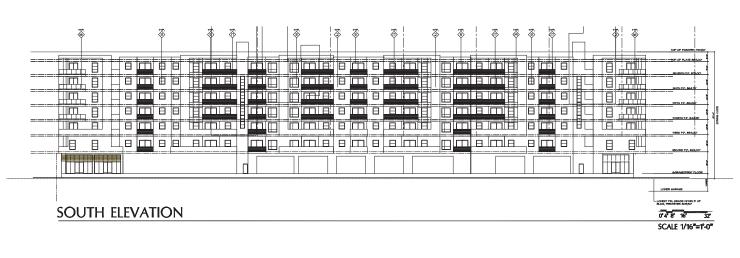
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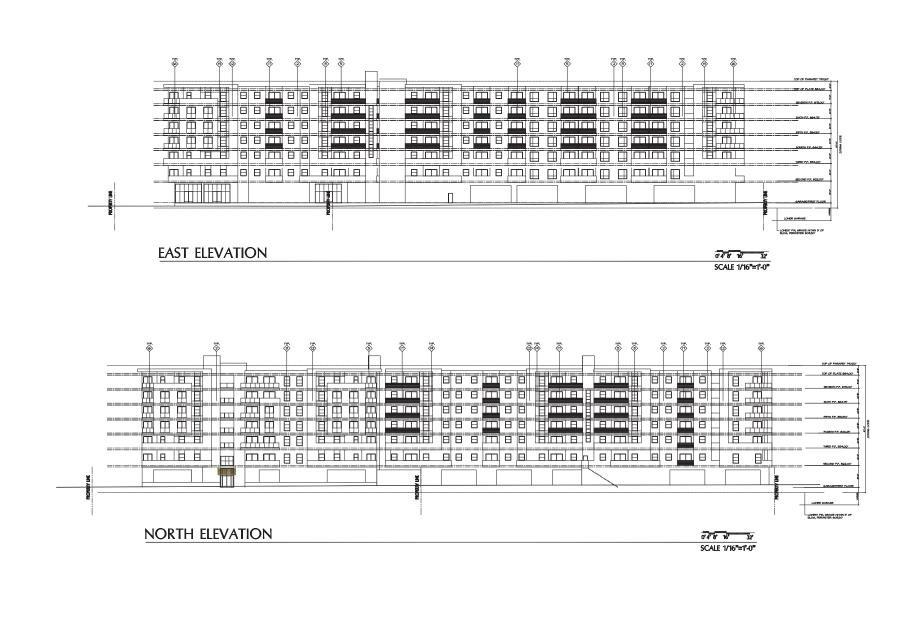
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Source: Kamran Tabrizi Architect & Associates, 2019.



Source: Kamran Tabrizi Architect & Associates, 2019.

While there are currently 28 non-native (unprotected) trees on the Project Site which would be removed as part of the Project, the Project would provide 117 on site new trees (including 15 new street trees) for a net total of 89 new trees. Overall, compared to existing conditions, the Project would result in a substantial increase in landscaped space on the Project Site. Landscaped areas would be comprised of native and drought tolerant vegetation, supported by water efficient irrigation systems.

Access and Circulation

Vehicle access to the Project Site's ground floor and subterranean parking garage would be provided via one full-access driveway on Strathern Street and one limited access driveway accommodating right-turn ingress and right-turn egress on North Lankershim Boulevard on the south portion of the Project Site. The driveway on West Strathern Street would provide access to the residential parking garage, while the driveway on North Lankershim Boulevard would provide access to the commercial parking garage and the subterranean residential garage. A separate drive thru-driveway for the proposed 14,000 square-foot retail and/or pharmacy space is located on North Lankershim Boulevard. The Project driveway serving the drive thru retail and/or pharmacy space will be designed to minimize queuing on the adjacent street system that would block through traffic. However, the approval of the driveway dimensions, access and circulation scheme is subject to the review of the Department of Transportation's Citywide Planning Coordination Section. The delivery truck loading and uploading will take place on-site with no vehicles having to back into the project via the proposed project driveways.

Pedestrian access to the residential units would be from the main lobby/leasing area located off of North Lankershim Boulevard. Access to residential areas would be available via elevators and stairways in the parking levels. Access to commercial uses would be directly from the street front along North Lankershim Boulevard. Loading areas would be located on the northern portion of the Project Site, near the drive thru-driveway. Short term parking for bicycles would be provided at the ground level near the entrance of the lobby/leasing area off of North Lankershim Boulevard, in front of the retail uses at the northwest portion of the Project Site, and in front of the residential lobby off of West Strathern Street. Long-term parking for bicycles would be located on the upper level and lower level of the parking structure and in front of the residential lobby off of West Strathern Street.

Parking

The Project proposes to provide 541 automobile parking spaces on site within one subterranean parking level and ground level parking. The parking requirements for automobiles and bicycles are summarized in Table 2. The following outlines the applicable parking standards/policies for the Project's commercial and residential uses:

Commercial Uses

LAMC Section 12.24-A.1, requires a parking ratio of two spaces per 1,000 gross square feet of retail, restaurant and other commercial uses. The Project would be required to provide 44 parking

spaces for the 22,000 square feet of commercial uses. The Project would exceed that requirement and would provide a total of 109 parking spaces.

Residential Uses

Per incentive allowed under Measure JJJ, LAMC Section 11.5.11-(a)1(ii), the Project includes a request for incentives to provide one parking space per residential unit. The Project proposes to construct 432 apartment units and provide 432 parking spaces for residential usage.

Bicycle Parking

Pursuant to LAMC Section 12.21-A.16 the Project would be required to provide a minimum of 224 bicycle parking spaces. The Project would be required to supply 11 short-term and 11 long-term bicycle parking spaces for commercial uses, for a total of 22 bicycle parking spaces. The proposed residential units would require 19 short-term bicycle parking spaces and 183 long-term bicycle parking. The Project would meet these requirements and would provide 224 bicycle parking spaces (202 spaces for residential uses and four spaces 22 commercial uses).

	PARKING SUMMARY		
	Space/Units Required	No. of Units/Floor Area	No. of Spaces Provided
Automobile Parking			
Required			
Residential	1 per unit	432 units	432
Commercial	2:1,000	22,000 square feet	44
			476
Automobile Parking Proposed			
Total Residential Proposed			432
Total Commercial Proposed			109
Total Parking Proposed			541
Bicycle Parking			
	Short Term (1 per 10 residential	Long Term	
	unit)	(1 per residential unit)	
Required	(1 per 2,000 sf commercial)	(1 per 2,000 sf commercial)	Total
Residential	19	183	
Commercial	11	11	
Total Bicycle Parking Required	30	194	224
Proposed	Short Term	Long Term	Total
Residential	19	183	202
Commercial	11	11	22
Total Bicycle Parking Proposed			224

TABLE 2-2 PARKING SUMMARY

Lighting and Signage

New lighting would include building identification, commercial accent lighting, wayfinding, balcony lighting, and security lighting. Pedestrian areas including pathways and entryways into the Project would be well-lit for security and ground-mounted. Light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses.

Building identification signage for the ground level commercial use would be visible from North Lankershim Boulevard and West Strathern Street. The building would also include street address and identification/wayfinding signage for the vehicular and pedestrian entries to the building. Lighting would be designed in conformance with LAMC requirements and would not exceed the footcandle light intensity level required at the property line of the nearest sensitive receptor.

Site Security

Design Out Crime/Crime Prevention through Environmental Design

Through the City's land use and building permit process, the LAPD's Crime Prevention Unit provides guidance on design techniques for new developments to incorporate crime prevention into the development design. The techniques and process are outlined in the Design Out Crime Guidelines: Crime Prevention Through Environmental Design, and include the following basic concepts:

- Natural surveillance: The placement of physical features, activities, and people in a way that maximizes visibility.
- Natural access control: Restricting or encouraging people to come into a space through placement of entrances, exits, fencing, landscaping, and lighting.
- Territorial reinforcement: The use of physical attributes to define ownership and separate public and private space.

The Project would incorporate security measures for the safety of residents and visitors to the Project Site. During construction of the Project, the Project Site would be fenced and gated with surveillance cameras to monitor the site during off hours. During operation of the Project, access to the parking structure would be controlled through gated entries, and the entry areas would be well illuminated. Site security would include controlled keycard access to residential areas, parking areas, secured entry and exit points to all buildings, security lighting within common areas and entryways, and closed-circuit TV monitoring (CCTV).

Sustainability Features

Energy saving and sustainable design would be incorporated throughout the Project. The Project would be designed to meet Cal Green and Title 24 Building Standards Code (CALGreen Code). As such, the Project will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC

paints/adhesives, and drought tolerant planting. The Project would emphasize energy and water conservation, which would be achieved through the use of energy efficient Heating Ventilation and Air Conditioning (HVAC) and lighting systems, and energy star appliances, and low flow plumbing fixtures. The Project proposes to be prewired for electrical vehicle charging and rooftop solar uses in accordance with the CALGreen Code. The Project would include solar panels on 15 percent of the rooftop space.

The Applicant proposes that the Project would include pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Project's parking capacity for future use. In addition, of the 30 percent EV parking spaces, 10 percent of the Project's parking capacity would include installed chargers for immediate use by EV.

Project Design Features

The Project includes the following Project Design Features (PDFs) that would reduce potential environmental impacts of the Project. The PDFs were taken into account in the analysis of potential Project impacts.

PDF-AQ-1: The following measures will be employed by the Project to minimize construction-related emissions:

- All off-road diesel-powered equipment shall be required to meet Tier 4 final offroad emissions standards during all phases of Project construction. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filter or equivalent.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Exceptions to these requirements are identified in 13 California Code of Regulations (CCR) Section 2485(d).
- Provide notification to trucks and vehicles in loading or unloading queues that their engines shall be turned off when not in use for more than 5 minutes.
- Electric equipment shall be used to the extent feasible in lieu of diesel or gasoline-powered equipment.
- All construction vehicles shall be equipped with proper emissions control equipment and kept in good and proper running order to substantially reduce NOx emissions.
- On-site construction activities shall utilize existing electric power sources to the extent feasible to minimize the use of higher polluting gas or diesel generators.
- Construction activities shall limit the hours of operation of heavy-duty equipment and/or the quantity of equipment in use to the extent feasible.

- During the application of architectural coatings for the new residential, restaurant, and commercial spaces, the Project shall use paints with a VOC content of 10 grams per liter (g/L) or less, which exceeds the regulatory VOC limits put forth by SCAQMD's Rule 1113.
- Sufficient dampening of the construction area shall be conducted as necessary to control dust caused by grading, hauling, and wind.
- Construction personnel shall secure loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Construction personnel shall clean all trucks and loads at the export site to prevent the blowing of dirt and spilling of loose earth.
- A sign shall be posted at the Project Site at a readily visible location that identifies the construction manager and a telephone number for any inquiries or complaints from residents regarding construction activities.

PDF-GHG-1:

- The Project shall install energy efficient appliances.
- The Project shall install low-flow plumbing fixtures.
- The Project shall provide 19 short-term and 183 long-term bicycle parking spaces at the Project Site.
- The Project shall plant a total of 117 trees, 15 of which would be street trees, along with native and drought-tolerant vegetation such as shrubs and ground cover.
- The Project shall install solar panels on 15 percent of the rooftop space of the proposed mixed-use building.
- The Project shall install prewiring for electrical vehicle (EV) charging for 30 percent of the total parking spaces provided at the Project Site.
- The Project shall provide EV parking spaces that are installed with chargers and ready for immediate EV use for 10 percent of the total parking spaces provided at the Project Site.
- The Project shall not provide any indoor fireplaces for residential units.
- The Project shall install outdoor power outlets to facilitate the use of electric landscaping equipment for maintaining common areas.
- The Project shall enroll in the organic waste recycling services provided by the solid waste collection service provider and ensure that compostable receptacles will be provided for the multi-family uses to reduce landfilled waste.

PDF-NOI-1:

No pile driving activities or blasting will be allowed at the Project Site during construction.

PDF-NOI-2:

All noise-generating mechanical equipment during Project operations will be equipped with noise-muffling devices or shielding (e.g., enclosures) to minimize noise levels at neighboring properties in accordance with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. The noise control methods that will be implemented by the Project to reduce its mechanical equipment noise levels may include, but will not be limited to:

- a) Selecting mechanical equipment designed to produce low noise levels. This includes the mechanical equipment for heating and cooling interior spaces (i.e., HVAC) as well as equipment associated with the swimming pool;
- b) Shielding mechanical equipment with screens, acoustical louvers, or other noise barriers; and
- c) Installing a parapet wall around the perimeter of the rooftop of the mixed-use building to minimize noise levels from HVAC equipment.

PDF-NOI-3:

The Project will implement operational restrictions to limit excessive noise generated by residents at the outdoor amenity areas located at the ground floor level, which includes the pool deck and spa, game lounge, outdoor kitchen, BBQ and sitting area, tot lot, community garden, and pet park. Such restrictions will include limiting the hours of use at these outdoor areas to between 7:00 a.m. and 10:00 p.m. (to correspond with the daytime hours specified by the City's noise ordinance), enforcing all applicable capacity limits on the number of residents using each amenity area (for example, as required by fire or safety codes), and restricting the exterior use of amplified music. Building management staff would be required to ensure that operations remain in compliance with the daytime noise limits set forth in the LAMC.

PDF PS-1:

A construction fence shall be constructed around the Project Site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

PDF PS-2:

Prior to the occupancy of the Project, the Applicant shall provide the Foothill Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.

PDF TRAF-1:TDM Program. The Project shall develop and implement a TDM program to promote non-auto travel, and reduce the use of single-occupant vehicle trips. The TDM program would be subject to review and approval by the City (Department of City Planning and LADOT). The strategies in the TDM program would include, but are not necessarily limited to, the following:

- Educational Programs/On-Site Coordinator. A TDM coordinator would be required to be part of the building management staff that would reach out to employers and employees directly to promote the benefits of the TDM.
- Transportation Information Center/Kiosk. The Transportation Information Center would be a centrally-located commuter information center where project residents can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would provide information about transit schedules, commute planning, rideshare, telecommuting, and bicycle and pedestrian plans.
- Project Design Features to Promote Bicycling and Walking. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, secured bicycle parking facilities. Pedestrian improvements internal to the Project Site would encourage walking and connect to off-site pedestrian facilities. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians.
- Bikeway Improvements. The Project would contribute funding toward the implementation of bicycle improvements within the Study Area under the 2010 Bicycle Plan and Mobility Plan.
- Reduced Parking Supply: Reduced parking supply to provide less parking than the direct LAMC requirement without consideration of additional parking reductions mechanisms (i.e., Bicycle Parking Ordinance, Specific Plan or Enterprise Zone areas, etc.)

PDF TRAF-2: Mobility Improvement Program: The mobility improvement plan for the Project would include the following improvements:

- Installation of Continental (High Visibility) Crosswalks: The following four study intersections have been identified as locations where continental (high visibility) crosswalks would be installed:
 - 4. Webb Avenue & Roscoe Boulevard
 - 0 6. Laurel Canyon Boulevard & Strathern Street
 - 0 9. Vineland Avenue & Strathern Street
 - 0 12. Tujunga Avenue & Saticoy Street

The Project would install continental (high visibility) crosswalk markings such as white (standard) or yellow (school) zebra stripes across all four cross segments of an intersection.

Additionally, continental (high visibility) crosswalks would include a striped setback limit to reduce the number of vehicles encroaching into the crosswalk.

- **Installation and Maintenance of Sidewalks:** One key corridor has been identified within the Study Area without ADA compliant sidewalks. The north side of Strathern Street between Lankershim Boulevard and Irvine Avenue requires sidewalk installation and maintenance to complete the pedestrian connection. The Project would improve this segment of Strathern Street to include widening, paving, and clearly marking sidewalk and curb space.
- **Installation of Bus Stop Shelters:** The bus stop located on the west side of Lankershim Boulevard south of Strathern Street (Intersection #7), which serves Metro Local 224 and 353, would be improved with the installation of a bus stop shelter. This bus stop currently has two benches and transit signage.
- **Installation of Bus Stop Benches**: The bus stop located on the east side of Lankershim Boulevard south of Strathern Street (Intersection #7), which serves Metro Local 224 and Local 353, would be improved with the installation of a bus stop bench. The bus stop currently only provides transit signage.

PDF TRAF-3: TSM Improvements. The Project would fund TSM improvements within the Study Area to better facilitate vehicle and pedestrian operations. The TSM improvements would target the Lankershim Boulevard corridor. Based on consultation with LADOT, the following TSM improvements would be implemented:

- Upgrade existing traffic signal controller cabinets to Type 351/2/6/7 cabinets
 - o 5. Lankershim Boulevard & Roscoe Boulevard/Tuxford Street
 - 0 7. Lankershim Boulevard & Webb Avenue & Strathern Street
 - o 10.Lankershim Boulevard & Stagg Street
 - o 11. Lankershim Boulevard & Saticoy Street
 - Replacement of existing video fibers with a 24-strand signal mode fiber cable
 - o 7. Lankershim Boulevard & Webb Avenue & Strathern Street
- Upgrade existing pedestrian push buttons to accessible pedestrian signals
 - o 5. Lankershim Boulevard & Roscoe Boulevard/Tuxford Street
 - o 7. Lankershim Boulevard & Webb Avenue & Strathern Street
 - 10. Lankershim Boulevard & Stagg Street
 - o 11. Lankershim Boulevard & Saticoy Street

PDF TRAF-4: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.
- Identification of a construction manager and provision of 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.

Construction Schedule

The Project is anticipated to be constructed over a period of approximately 36 months, with completion anticipated in Year 2023. Grading activities would include cut and fill with approximately 89,000 cubic yards being exported from the project site. Construction hours would occur in accordance with the LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. Parking for the construction workers would be provided on the Project Site or will be leased from near-by off-site parking areas.

2.6 Project Requests

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Pursuant to the Los Angeles Municipal Code Section (LAMC) Section 12.32-F, a Zone Change and Height District Change to change the zone from C2-1VL and R1-1 to RAS4-1-CUGU.and pursuant to LAMC Section 11.5.11(e) and the California Government Code Section 65915(k), three (3) Developer Incentives to permit:
 - Open Space to be located adjacent to a subject use as listed in LAMC Section 12.18-E.2(d) pursuant to LAMC Section 13.18-F.3(a);
 - An increase of Floor Area Ratio (FAR) to 3.32:1 in lieu of the required FAR required by LAMC Section 12.21.4;
- A parking ratio of 1 parking space per dwelling unit in lieu of the required parking spaces required by LAMC Section 12.21-A.4;Pursuant to LAMC Section 12.24-W,1, a Master Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages in an approximately 14,000 square foot retail store/pharmacy for off-site consumption and for the sale and dispensing of beer and wine in two approximately 4,000 square-foot restaurants for on-site consumption; and
- Pursuant to LAMC Section 16.05, a Site Plan Review for a project that creates more than 50 dwelling units.
- Approval of other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project. Such approvals may include, but not limited to: landscaping approvals, exterior approvals, storm water discharge permits, grading permits, haul route permits, and installation and hookup approvals for public utilities and related permits; and
- Adoption of the Sustainable Communities Environmental Assessment (SCEA) Construction permits, including building permits, grading, excavation, foundation, and associated permits.
- Other approvals as needed and as may be required.

SECTION 3 Sustainable Communities Environmental Assessment Criteria

3.1 Senate Bill 375

The State of California adopted Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, to outline growth strategies and better integrate regional land use and transportation planning, which will help the State meet its greenhouse gas reduction mandates. SB 375 requires that the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" with their respective regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

For the SCAG region, pursuant to SB 375, CARB set greenhouse gas (GHG) emissions reduction targets that were updated in 2018 to an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions, which became effective October 1, 2018.¹

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS outlines strategies that meet or exceed these targets set by CARB.² For the SCAG region, CARB gas set greenhouse gas reduction target to eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. On June 28, 2016, pursuant to California Government Code Section 65080(b)(2)(J)(ii), CARB accepted SCAG's determination that its 2016 RTP/SCS would, if implemented, achieve CARB's applicable GHG reduction targets.³

¹ California Air Resources Board, SB 375 Regional Plan Climate Targets, https://ww2.arb.ca.gov/ourwork/programs/sustainable-communities-program/regional-plan-targets. Accessed May 29, 2019.

² Southern California Association of Governments, 2016–2040 Regional Transportation Plan / Sustainable Communities Strategy, Introduction, April 19, 2012, http://www.community.com/communits/2016/First/2016/DTPSCCS.pdf, Accessed May 20, 2010.

<sup>http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed May 29, 2019.
California Air Resources Board, Executive Order No. G-16-066,</sup>

https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf. Accessed May 2019.

3.2 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (Public Resources Code [PRC] Section 21155 (a) and (b)):

- 1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2016 RTP/SCS;
- 2. Contains at least 50 percent residential use, based on total building square footage and if, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- 3. Provides a minimum net density of at least 20 units per acre; and
- 4. Is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2016 RTP/SCS.

Consistency with Criterion 1: Project uses designation, density, building intensity, and applicable policies specified for the Project Area in SCAG's 2016 RTP/SCS.

Use Designation, Density, and Building Intensity

As discussed above, for the SCAG region, CARB has set GHG emissions reduction targets to 8 percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035. The 2016 RTP/SCS outlines strategies that meet or exceed these targets set by CARB⁴ and balances Southern California's regional future mobility and housing needs with economic, environmental and public health goals.⁵ On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016 RTP/SCS and its determination that the 2016 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.⁶

For the reasons stated below, the Project is consistent with the land use designation, density, and building intensity in the SCAG 2016 RTP/SCS.

Land Use Designation. For the 2016 RTP/SCS, using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types, and then classified the 35 Place Types into one of three

⁴ Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, Introduction, April 19, 2012, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed May 29.2019.

http://scagrtpscs.net/Documents/2010/final/f2010RTPSCS.pdf, p. 2.

 ⁶ California Air Resources Board, Executive Order No. G-16-066, https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf. Accessed May 29, 2019.

land use development categories (LDCs): urban, compact, or standard.⁷ SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. (2016–2040 RTP/SCS, pp. 20-21.) SCAG notes that the LDCs utilized in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016 RTP/SCS.

The Project Site is located in an area that is within a "Standard" Land Development Category (LDC) (refer to **Figure 3-1** and **Figure 3-2**). The RTP/SCS defines the "Standard" Land Development Category as areas that comprise the majority of separate-use, auto-oriented developments that have characterized the American suburban landscape for decades. Mediumand larger-lot single-family homes comprise the majority of this development form. The Project's scale, location, and mixture of land uses would be consistent with the Standard Land Development Category place type, as the Project would provide a transition between higher density, mixed-use development along Lankershim Boulevard and single-family homes to the east. Along the main corridor of North Lankershim Boulevard, the Project would focus more active uses; including ground floor commercial uses, the residential lobby and pedestrian and vehicle entrances into the Project. Facing east towards single-family residences, only residential uses are planned and no commercial uses, signage, or pedestrian or vehicle access would be located in this area.

Density. The Project Site is located within an urbanized area within the City of Los Angeles, within Sun Valley-La Tuna Canyon Plan Community Plan. The Project is an infill mixed-use project that proposes the development of a seven-story mixed-use development consisting of 432 multi-family residential units and approximately 22,000 square feet of ground floor commercial uses. The 2016 RTP/SCS identifies the HQTAs as appropriate for including high-density development, supporting pedestrian and bike infrastructure, reducing parking requirements, and retaining affordable housing near transit.⁸

The Project Site is located within a High Quality Transit Area (HQTA) as defined by SCAG and a Transit Priority Area (TPA) as defined by SB 743, which supports transit opportunities and promotes a walkable environment. The Project Site is well served by public transit and the Project's location along a mixed-use corridor and onsite commercial and residential uses would encourage the use of transit, walking and bicycling. Consistent with land within a HQTA, the Project would be developed at a greater intensity than the development that currently exists on the Project Site and would set aside 11 percent of its total residential units (48 affordable units) for Extremely Low or Very Low Income Households.

The proposed Project promotes pedestrian activity and bicycling activity by providing landscaping along the public right-of-way, outdoor courtyard area, and outdoor green space and walking paths. The proposed Project is similar to other developments within a HQTA.

⁷ http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, p. 20.

⁸ http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, p. 25.

The Project is consistent with applicable goals and policies presented within SCAG's 2016 RTP/SCS, as shown by the consistency analysis presented in **Table 3-1**.

 Table 3-1

 Consistency Analysis with the 2016–2040 Regional Transportation Plan/Sustainable

 Community Strategy Polices

Goals and Policies	Consistency Assessment		
2016–2040 RTP/SCS Goals			
Goal 1 . Aligning the plan investments and policies with improving regional economic development and competitiveness	Not Applicable. This Goal is directed towards SCAG and the City of Los Angeles and does not apply to individual development projects such as the Project.		
Goal 2 : Maximize mobility and accessibility for all people and goods in the region.	Consistent. The City of Los Angeles has conducted a comprehensive study that describes the baseline health conditions in the City and provides a context for understanding the demographic conditions, social and economic factors, physical environment, access to health care, and health behaviors contributing to the health of City residents and workers. The findings are documented in the Health Atlas for the City of Los Angeles (Health Atlas), published in June 2013. While the primary focus of the Health Atlas is on factors that affect the health behaviors and the health status of residents and workers, much of the data is relevant to land use transportation and GHG emissions as those topics involve similar issues regarding land use patterns, urban design, and transportation systems. Data in the Health Atlas is organized by Community Plan Area (CPA).		
	The Project Site is located in the Sun Valley-La Tuna Canyon Plan. According to the City data in the Health Atlas, approximately 9 percent of workers within the Sun Valley-La Tuna Canyon Plan area commute to work by walking, biking, and public transportation, as compared to the approximately 5.2 percent of nationwide workers that commute to work by walking, biking, and public transportation, based on census data for the 2011 to 2015 period. ⁹¹⁰ As the Health Atlas only tracks data at the Community Plan level, walkability data was also gathered for the Project Site specifically. According to the Walkscore.com, the Project Site is rated 76 for walk score, which means most errands can be accomplished on foot and many residents are able to forgo owning a car. ¹¹ The Project Site also rates "Bikeable" in transit with a 66, which means the area is good for biking based on bike lanes and trails, hills, and road connectivity. ¹²		
	In addition, the City of Los Angeles adopted the Health and Wellness General Plan Element (Plan for a Healthy Los Angeles) in March 2015 that provides a high-level policy vision, along with goals and objectives to elevate health as a priority for the City's future growth and development ¹³ . Some of the land use goals include accommodating a diversity of land uses, encouraging development near mobility options, supporting transit-oriented development, and emphasizing bicycle mobility.		

¹⁰ https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/btspublications/transportation-statistics-annual-reports/215366/2017-tsar-ch2.pdf, p. 2-1. Accessed May 29, 2019.

⁹ http://healthyplan.la/the-health-atlas/, p. 86. Accessed May 29, 2019.

¹¹ https://www.walkscore.com/score/7940-lankershim-blvd-los-angeles-ca-91605. Accessed May 29, 2019

https://www.walkscore.com/score/7940-lankershim-blvd-los-angeles-ca-91605. Accessed May 29, 2019.
 ¹³ Los Angeles Department of City Planning, Plan for a Healthy Los Angeles 2015.

https://planning.lacity.org/cwd/gnlpln/PlanforHealthyLA.pdf. Accessed May 29, 2019.

Goals and Policies	Consistency Assessment	
	The Project would be consistent with the Plan for a Healthy Los Angeles as the Project Site is served by a network of regional transportation facilities providing connectivity to the greater Los Angeles County. The Project Site is in close proximity to multiple bus stops with high frequency transit service. Nearby transit service includes Metro Bus lines 224 and 152 which provide high frequency transit service near the Project Site. Other Metro Bus Lines include Metro lines 94, 169, 222, 230, 353, and 794. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster.	
	The Mobility Plan 2035, which was initially adopted by the City Council in August 2015 and amended and re-adopted in November 2015, January 2016, and September 2016, is a comprehensive update of the City's Transportation Element that incorporates "complete streets" principles. The Mobility Plan 2035 identifies a Transit Enhanced Network (TEN), a Neighborhood Enhanced Network (NEN) to support pedestrian activity, and an expanded Bicycle Enhanced Network (BEN). Among other provisions, the Mobility Plan 2035 includes roadway designations pursuant to updated policies and current transportation needs in the City. The Mobility Plan 2035 also incorporates by reference and updates provisions of City's 2010 Bicycle Plan; and serves as the basis for discussion of impacts on bicycle facilities below. The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1 Protected, Tier 2 and Tier 3) and bicycle paths. ¹⁴	
	The Project would support bicycle and transit mobility. Near the Project Site, Tier 2 bike lanes are provided along Lankershim Boulevard, Vineland Avenue, Laurel Canyon Boulevard, Roscoe Boulevard/Tuxford Street, and Strathern Street, west of Laurel Canyon Boulevard. The Project would encourage the utilization of transit, bicycling and walking due to its close proximity to bus lines, the Metrolink Sun Valley Station, bicycle lanes and nearby services. The Project would include 224 bicycle parking spaces, satisfying LAMC requirements. Therefore, the Project is consistent with this goal.	
Goal 3 : Ensure travel safety and reliability for all people and goods in the region.	Consistent. The Project would improve public safety infrastructure near the Project Site by providing new lighting within the Project Site and around the perimeter including new building identification lighting, commercial accent lighting, wayfinding, balcony lighting, and security lighting. Pedestrian areas including pathways and entryways into the Project would be well-lit for security and ground-mounted. Pedestrian access to the Project would be distinct from vehicle driveways and the Project would not mix pedestrian and automobile traffic to ensure pedestrian safety. The Project would be subject to Site Plan review to ensure vehicle and pedestrian safety throughout the Project.	
Goal 4 : Preserve and ensure a sustainable regional transportation system.	Not Applicable This Goal is directed towards SCAG and does not apply to individual development projects such as the Project, Nevertheless, as a mixed-use development the Project would minimize impacts on the existing roadway system by placing housing near jobs and transit and providing ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. The Project would include 224 bicycle parking spaces for the residential and commercial uses of the Project, in accordance with LAMC requirements. The Project also encourages increased transit use, as the Project would be located in close proximity to multiple bus lines and the Metrolink Sun Valley Station, thereby contributing to increased ridership and sustainability of the City's multimodal transportation system in the region.	

¹⁴ City of Los Angeles Mobility Plan 2035, p. 67, http://ladot.lacity.org/sites/g/files/wph266/f/mobilityplnmemo.pdf. Accessed May 29, 2019.

Goals and Policies	Consistency Assessment
Goal 5 : Maximize the productivity of our transportation system.	Consistent . The Project would encourage the use of mass transit, walking and bicycling, as the Project would locate mixed-use residential and commercial development on a Project Site that is located near frequent Metro bus lines, the Metrolink Sun Valley Station, and bicycle lanes. Since the Project would develop residential and commercial uses within walking distance of existing transit services and would also provide long-term and short-term bicycle parking, the Project would provide opportunities for residents and visitors to use public transit for work trips and walk to businesses near the Project area. Thus, the Project would encourage the utilization of mass transit as a mode of transportation to and from the Project Site area and contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. The Project would be consistent with this goal.
Goal 6 : Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent . The Project would be consistent with this Goal by facilitating the use of alternative modes of transportation, which would aid in reducing car trips and positively impact air quality. The Project includes 224 bicycle parking spaces for the residential and commercial uses of the Project. The Project would encourage pedestrian travel by incorporating new residential and commercial uses on-site within a mixed-use development as well as locating the Project in an urban area surrounded by a diverse mix of land uses including residential, commercial, industrial and service uses. The Project would be within close proximity to multiple transit options. Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter street trees, streetscape improvements, and street level commercial uses that would enliven the pedestrian experience.
Goal 7 : Actively encourage and create incentives for energy efficiency, where possible.	Consistent . As described with regard to Goal 6, above, the Project would be consistent with this Goal by reducing passenger car trips and encouraging and supporting transit, which reduces transportation energy demand. In addition, the Project would be required to comply with California Building Code Title 24. And the City of Los Angeles Green Building Code. Energy saving and sustainable design would be incorporated throughout the Project. The Project would emphasize energy and water conservation, which would be achieved through the use of energy efficient Heating Ventilation and Air Conditioning (HVAC) and lighting systems, and energy star appliances, and low flow plumbing fixtures. The Project would include pre-wiring for electric vehicle (EV) charging spaces for 20 percent of Project's parking capacity for future use. In addition, of the 20 percent EV parking spaces, 5 percent of the Project's parking capacity would include installed chargers for immediate use by EVs. The Project would include solar panels on the 15 percent of the rooftop space.
Goal 8 : Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent . The Project's location and mix of land uses would encourage the use of transit, walking and bicycling. The Project would locate its mixed-use residential and commercial development on a Project Site that is located within a HQTA and TPA near frequent bus lines, the Metrolink Sun Valley Station, bike lanes, and a pedestrian network. The Project would be developed at a greater intensity than the development that currently exists on the Project Site and would set aside 11 percent of its total residential units (48 affordable units) for Extremely Low or Very Low Income Households. The Project's increased density at the Project Site provides a foundation for the implementation of other strategies for HQTAs and TPAs. As transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would support and be consistent with land use and growth patterns that facilitate transit and active transportation by: providing a mix of land uses; creating a range of housing opportunities and choices for people at different income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips, and walk to retail

Goals and Policies	Consistency Assessment	
	businesses near the Project site. The Project is consistent with this goal.	
Goal 9 : Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable . This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects such as the Project, and no further analysis is required.	
Guiding Policy 1 : Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	Not Applicable . This policy is directed towards SCAG in allocatin, transportation investments. This goal does not apply to the individua development projects such as the Project, and no further analysis is required.	
Guiding Policy 2 : Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	Not Applicable . This policy is directed towards SCAG in allocatin transportation system funding. This goal does not apply to the individua development projects such as the Project, and no further analysis is required	
Guiding Policy 3: RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	Not Applicable. This Guiding Policy is directed towards SCAG and the Cit of Los Angeles and does not apply to individual projects such as the Project Nevertheless, the Project Site's urban infill location near mass transit an proximity to services, commercial uses, and employment opportunitie promotes a pedestrian- friendly environment and advances smart growt initiatives. The location of the Project Site also promotes the use of a variety of transportation options, which includes walking and the use of public transportation	
Guiding Policy 4: Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	Not Applicable. This Guiding Policy is directed towards SCAG and does no apply to individual projects such as the Project.	
Guiding Policy 5 : HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	Not Applicable . The policy is directed towards transportation investment b SCAG to support HOV, transit and rideshare and does not apply to individua projects such as the Project.	
Guiding Policy 6: The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	Not Applicable . This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of singl occupancy vehicles and does not apply to individual projects such as the Project. However, the Project would be located within a HQTA and a TPA and, as such, would support public transportation and other alternative methods of transportation that reduce single-occupancy vehicle use.	
Guiding Policy 7 : The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	Not Applicable . This policy is directed towards SCAG and governmenta agencies to encourage and support particular transportation investments and does not apply to individual projects such as the Project.	

Goals and Policies	Consistency Assessment	
Guiding Policy 8 : Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Not Applicable . This policy is directed towards SCAG and the City of Los Angeles and does not does apply to individual projects such as the Project.	
Land Use Policy 1: Identify regional strategic areas for infill and investment.	Not Applicable. This policy is directed towards SCAG to identify regional strategic areas and does not apply to individual projects such as the Project. However, the Project is an infill development proposed on an urban infill site located in a HQTA and within a TPA. The Project would be providing affordable housing units in an urbanized area within the City of Los Angeles.	
Land Use Policy 2: Structure the plan on a three-tiered system of centers development.	Not Applicable. This Land Use Policy is directed towards SCAG and does not apply to individual projects such as the Project. Nevertheless, the Project is an infill development in a HQTA and within a TPA.	
Land Use Policy 3: Develop "Complete Communities."	Consistent. SCAG describes the development of "complete communities" as providing areas that encourage households to be developed with a range of mobility options to complete short trips. ¹⁵ The 2016 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile. ¹⁶	
	The Project Site's location near mass transit and in close proximity to services, commercial development, and employment opportunities promotes the use of a variety of transportation options, which include walking, cycling, and the use of public transportation to complete the trips needed to serve its future residents' needs. Therefore, the Project would be consistent with SCAG's goals of increasing mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per- miles traveled.	
Land Use Policy 4: Develop nodes on a corridor.	Not Applicable . The 2016 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and the City's goals to identify and develop locations that promote nodes and does not apply to individual projects such as the Project. However, as described above regarding Land Use Policy 3, the Project is located within a HQTA and a TPA. The Project's mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities to meet its residents' needs.	
Land Use Policy 5: Plan for additional housing and jobs near transit.	Consistent . As stated above, the Project would provide commercial uses and residential units in a HQTA and a TPA. The Project Site is in close proximity to multiple bus stops with high frequency transit service. Nearby transit service includes Metro Bus lines 94, 152, 169, 222, 224, 230, 353, and 794. Metro Bus Lines 224 and 152 run along Lankershim Boulevard with a connection to the Metro Red Line at Universal Studios. The Metro Red Line route provides a connection to downtown Los Angeles via the districts of Hollywood and Mid-Wilshire. This subway provides a direct link to Union Station. Union Station provides access to the majority of the regions rail and bus lines, linking to major job centers throughout Los Angeles County. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the	

http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, p. 79.
 http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, p. 79.

Goals and Policies	Consistency Assessment
	Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster.
Land Use Policy 6: Plan for changing demand in types of housing.	Consistent . The Project would provide 48 units affordable to Extremely Low or Very Low Income Households within the City of Los Angeles. The units would help meet the increasing demand for affordable housing in proximity to transit and other forms of alternative transportation such as walking and cycling, to get to basic needs. The Project would include 72 one-bedroom units, 180 two-bedroom units, and 180 three-bedroom units to help meet the needs of a diversity of household types and sizes. Additionally, a total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for either Extremely Low Income Households. Five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Very Low Income Households.
Land Use Policy 7 : Continue to protect stable, existing single-family areas.	Consistent . The Project Site is located in an area of mixed land uses, including commercial, residential, industrial, office, and school uses. The Project is not located within or near single-family neighborhoods and would not remove or encroach on single-family homes.
Land Use Policy 8: Ensure adequate access to open space and preservation of habitat.	Consistent . The Project is located within an urbanized area within the City of Los Angeles. Development of the Project would not remove any areas that have significant value as wildlife habitat since the Project Site is currently developed. The Project has been designed to activate the pedestrian environment with the inclusion of ground level commercial uses and lobby uses and new perimeter landscaping and street trees. Open space amenities for residents would include a central courtyard, an outdoor recreation area and community room. In total, the Project would provide up to approximately 84,600 sf of open space.
Land Use Policy 9: Incorporate local input and feedback on future growth.	Not Applicable . This Land Use Policy is directed towards SCAG and does not apply to individual projects such as the Project.
Benefit 1 : The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvement, and efficient transportation infrastructure.	Consistent. The Project's mixed-use design and location provide this benefit as the Project proposes greater density on the Project Site, which is an urban infill site located in a HQTA and TPA, which would encourage the use of transit, walking and bicycling. The Project would locate mixed-use residential and commercial development on a Project Site that is located in close proximity to multiple bus stops with high frequency transit service and the Metrolink Sun Valley Station. The Project would provide a variety of dwelling unit sizes, including one-bedroom, two-bedroom, and three-bedroom units that accommodate a range of household types and sizes. In addition, the Project would set aside 11 percent of the total units (48 affordable units) to Extremely Low Income or Very Low Income Households. The Project includes 224 bicycle parking spaces for residential and commercial uses. The Project has been designed to activate the pedestrian environment with the inclusion of ground level commercial uses and lobby uses and new perimeter landscaping and street trees.
	The Project is located in an urbanized area that is well served by regional and local transit, as well as other modes of transportation. The Project would encourage the use of mass transit, walking and bicycling, as the Project would locate mixed-use residential and commercial development on a Project Site that is located near frequent bus lines, the Metrolink Sun Valley Station, and bike lanes.
	The Project's long-term and short-term bicycle parking would afford people more opportunities to bicycle, walk and pursue other active alternatives to driving. The Project's location in an urban infill area and its mixture of land

Goals and Policies	Consistency Assessment	
	uses would provide residents and visitors with employment and dining options that are easily accessible on foot or by bicycle. The Project would contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. The Project would be consistent with and provide this benefit.	
Benefit 2 : The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.	individual projects such as the Project. Nevertheless, the Project is an infill, mixed use project that would increase the density on the Project Site, which is located within a HQTA and a TPA. As such, the Project would support and encourage non-vehicular travel, thereby decreasing trips and congestion, and the time and cost of traveling between places.	
Benefit 3 : The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.	Consistent . As described with regard to Goals 6 and 7, above, the Project would reduce single-passenger vehicle trips and encourage and support transit, which would reduce transportation energy demand. In addition, the Project would be required to comply with California Building Code Title 24. Energy saving and sustainable design would be incorporated throughout the Project. The Project would emphasize energy and water conservation, which would be achieved through the use of energy efficient Heating Ventilation and Air Conditioning (HVAC) and lighting systems, and energy star appliances, and low flow plumbing fixtures. The Project would include solar panels on 15 percent of the rooftop space. The Project's parking capacity for future use. In addition, of the 20 percent EV parking spaces, 5 percent of the Project's parking capacity would include installed chargers for immediate use by EV.	
	The Project would also allow for lower transportation costs for the Project's future residents by incorporating bicycle-and pedestrian-friendly elements and being located near various bus lines, and the Metrolink Sun Valley Station. The Project's location and design will provide future residents with various affordable transportation options. As such, the Project is consistent with achieving this benefit.	
Benefit 4 : Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.	Consistent. See discussion regarding Goals 6 and 7, above. The Project would encourage improved access and mobility by providing residential uses for people at different income levels within walking distance of existing bus lines and rail transit station, including frequent Metro Bus lines 224 and 353/152 and the Metrolink Sun Valley Station. The Project would also provide long-term and short-term bicycle parking which would help people have more opportunities to bicycle, walk and pursue other active alternatives to driving. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles.	

Consistency with Criterion 2: Based on total building square footage, the Project contains at least 50 percent residential use, and if Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

2. Transit Priority Project Consistency

	Yes	No
A) Based on total building square footage, the project contains at least 50 percent residential use.	Х	
AND, if the project contains between 26 percent and 50 percent non-residential uses, the Floor Area Ratio (FAR) is greater than 0.75	NA	
B) The project contains a minimum net density of at least 20 dwelling units per acre	Х	
C) The project site is located within a one-half mile of either one of the following within have been included in the SCAG Regional Transportation Plan:	Х	
i) a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods, or:		
ii) a high-quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.		

Consistency with Criterion #2A: Based on total building square footage, the Project contains at least 50 percent residential use.

Based on total building square footage, the Project contains at least 50 percent residential use. **Table 3-2** shows the proposed land uses, dwelling units, total square feet, FAR, and percentage of use for each site.

TABLE 3-2 PROPOSED LAND USE		
Land Use	Units/Square Feet	Percentage of Use
Residential	432 units (48 affordable) 604,314 square feet	89%
Commercial	22,000 square feet	3.3%
Open Space/Amenities	45,000 square feet	6.7%
Total Floor Area (entire project)	678,328 square feet	100%
FAR	3.32:1	

As reported in Table 3-2, overall, the Project includes a total floor area of approximately 678,328 square feet of floor area (FAR of 3.32:1) with 90 percent dedicated to residential uses. Residential uses would include approximately 604,314 square feet of floor area and up to 432 dwelling units on 6 floors, including 72 one-bedroom units, 180 two-bedroom units, and 180 three-bedroom units. Of these units, 48 units would be restricted for Extremely Low Income and Very Low-Income Households

New commercial space with retail such as a pharmacy and/or restaurant uses would be approximately 3 percent of the uses, as 22,000 sf of commercial space would be located at the ground level. Of this total, commercial retail use would occupy approximately 14,000 sf and restaurant uses would occupy approximately 8,000 sf. Open space and amenities would account for approximately 7 percent of uses.

Consistency with Criterion #2.B – The Project includes a minimum net density of at least 20 dwelling units per acre.

The Project includes a minimum net density of at least 20 dwelling units per acre. The Project Site consists of a pre-dedicated lot area of approximately 4.69 acres. Therefore, the Project would provide 432 dwelling units at a density of approximately 92 dwelling units per acre. Accordingly, the Project's density would exceed the required net density of at least 20 dwelling units per acre. Therefore, the Project would be consistent with Criterion #2.B.

Consistency with Criterion # 2.C – The Project Site is located within one-half mile of a major transit stop or highquality transit corridor included in the 2016 RTP/SCS.

The Project Site is located within one-half mile of either a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods; or a high-quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

A major transit stop is defined as "[a] site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods" and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155(b)). A high-quality transit corridor is "[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours" (PRC Section 21155(b)).17 The City of Los Angeles defines peak hours as between 6:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 7:00 p.m.¹⁸The Project Site is in close proximity to multiple bus stops with high frequency transit service. Nearby transit service includes Metro Bus lines 94, 152/353, 169, 222, 224, 230, 353, and 794. Metro Bus line 152 provides service to Woodland Hills and Sun Valley and travels generally along Roscoe Boulevard and Vineland Avenue north of the Project Site with service intervals of less than 15 minute during peak hours. Metro bus line 353 is a limited stop local line that travels from Woodland Hills to North Hollywood via Roscoe Boulevard and Lankershim Boulevard.

¹⁷ https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21155. Accessed December 6, 2018.

¹⁸ City of Los Angeles Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf.

Metro Bus line 224 travels from Sylmar to Studio City via Lankershim Boulevard immediately adjacent to the Project Site. This bus line provides service to Pacoima, Sun Valley, and North Hollywood with service intervals of less than 15 minute during peak hours. As such, the Project Site is located near a high-quality transit corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Furthermore, Metro Bus Lines 224 and 353/152 run along Lankershim Boulevard with a connection to the Metro Red Line at Universal Studios. The Metro Red Line route provides a connection to downtown Los Angeles via the districts of Hollywood and Mid-Wilshire. This subway provides a direct link to Union Station. Union Station provides access to the majority of the regions rail and bus lines, linking to major job centers throughout Los Angeles County. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. As such, the Project is located within a high-quality transit corridor and would be consistent with Criterion #2C.







0 1 2 Miles Sources: SCAG, 2015; calands.org, 2018

Figure 3-2 Forcasted Regional Development Types by Land Development Categories (2040)

3. Sustainable Communities Environmental Assessment Criteria

SECTION 4

Incorporation of 2016-2040 RTP/SCS Program EIR Mitigation Measures

4.1 Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs

Public Resources Code (PRC) Section 21155.2, and 21159.28(a) require that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the Project would include the 2016 RTP/SCS Program Environmental Impact Report for Southern California Association of Governments which was certified April 7, 2016 (RTP/SCS PEIR). It is the intent of SCAG that lead agencies and others use the information contained within the PEIR in order to "tier" subsequent environmental documentation of projects in the region.

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required to be incorporated into the Project. However, the SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has concluded that a project has the potential to result in significant effects. The City has complied with PRC Section 21155.2 and 21159.28.

The RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan. The RTP/SCS PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. The RTP/SCS PEIR serves as a first-tier document for later CEQA review of individual projects included in the program.

Project-specific CEQA reviews, including this SCEA document, focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the PEIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the…program, leaving project-specific details to subsequent EIRs when specific projects are considered" (In re Bay Delta (2008) 43 Cal. 4th 1143, 1174).

The City has reviewed all mitigation measures contained in the RTP/SCS PEIR (and determined their applicability) to the Project. For each such mitigation measure, the City considered whether to use the RTP/SCS PEIR mitigation measure or an equally effective City mitigation measure or federal, State, regional, or City regulation. The City's applicability determination is found in

Table 4-1, *Project Consistency with 2016–2040 RTP/SCS Mitigation Measures*. As indicated in Table 4-1, the City has incorporated an equally or more effective City mitigation measure or federal, State, regional, or City regulation, or has for other reasons determined that incorporation of the SCAG 2016 RTP/SCS MMRP mitigations measures is not required.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
Aesthetics		
AES-1: Potential to have a substantial adverse effect on a scenic vista.	bstantial adverse on a scenic vista. Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	No mitigation is required. PRC Section 21099, enacte by Senate Bill 743, provides that "aesthetic and parkin impacts of a residential, mixed-use residential, of employment center project on an infill site within transit priority area shall not be considered significant impacts on the environment." Consistent with SB 743, City of Los Angeles Zonin Information File ZI No. 2452 states that visuat resources, aesthetic character, shade and shadow, light
•	• Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.	and glare, and scenic vistas or any other aesthetic impac as defined in the City's CEQA Threshold Guide sha
	• Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.	
	• Use alternating facades to "break up" large facades and provide visual interest.	
	• Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.	
	• Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.	
	• Retain or replace trees bordering highways, so that clear-cutting is not evident.	
•	• Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.	
	• Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.	

 TABLE 4-1

 PROJECT CONSISTENCY WITH SCAG 2016-2040 RTP/SCS MITIGATION MEASURES

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	No mitigation required.	No mitigation is required. PRC Section 21099, enacted by SB 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment."
		As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.
		Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies (PRC Section 21099(d)(2)(A)), and that aesthetic impacts do not include impacts on historical or cultural resources (Section 21099(d)(2)(B)).
AES-3: Potential to substantially degrade the existing visual character or quality of the site and its surroundings.	MM-AES-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation	No mitigation is required. PRC Section 21099, enacted by SB 743, provides that "aesthetic and parking impact of a residential, mixed-use residential, or employme center project on an infill site within a transit priori area shall not be considered significant impacts on the environment."
	measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.
	• Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.	
	• Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.	
	• Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.	
	• Design projects consistent with design guidelines of applicable general plans.	

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.	
	• Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.	
AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.	MM-AES-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	No mitigation is required. PRC Section 21099, enacted by SB 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.
	• Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.	
	• Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.	
	• Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.	
	• Use unidirectional lighting to avoid light trespass onto adjacent properties.	
	• Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.	
	• Provide structural and/or vegetative screening from light-sensitive uses.	
	• Shield and direct all new street and pedestrian lighting away from light-sensitive off- site uses.	
	• Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.	
	• Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	

Topic

2016 RTP/SCS PEIR Project Level Mitigation Measure

Applicability to Project

Agricultural and Forest Resources

AF-1: Potential to convert Prime Farmland. Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.

MM-AF-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- Maintain and expand agricultural land protections such as urban growth boundaries.

Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking)

"A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.

A privately owned conservation or mitigation bank is a free-market enterprise that:

- Offers landowners economic incentives to protect natural resources;
- Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;

No mitigation is required. The Project Site is currently fully developed and is located in an urbanized setting, and there is no farmland or agricultural activity on the Project Site or in the vicinity.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;	
	• Provides for long-term protection and management of habitat.	
	A publicly owned conservation or mitigation bank:	
	• Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance."	
	In 2013, the University of California published an article entitled "Reforms could boost conservation banking by landowners" that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.	
	• Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.	
	• Include underpasses and overpasses at reasonable intervals to maintain property access.	
	• Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
	• Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.	
	• Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.	
AF-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.	MM-AF-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable	No mitigation is required. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act Contracts in effect for the Project Site.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:	
	• Project relocation or corridor realignment to avoid lands in Williamson Act contracts.	
	• Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	
	• Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.	
AF-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	No mitigation required.	No mitigation is required. The Project Site is currently fully developed and located in an urban environment.
AF-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use.	No mitigation required.	No mitigation is required. The Project Site is currently developed with urban uses, not forest use; therefore, no forest land will be lost or converted to non-forest uses.
AF-5: Potential to 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	MM AF-1(b) and MM GHG-3(b).	No mitigation is required. The Project Site is currently fully developed with urban uses, and is not used for any agricultural uses and is not forest land; therefore, no agricultural use or forest land will be converted.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
conversion of forest land to non-forest use.		
Air Quality		
AIR-1: Potential to conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	No mitigation is required.
AIR-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	MM-AIR-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as	 The Project's impacts with respect to air quality standards are less than significant, but the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2016 RTP/SCS, as it consists of existing regulatory compliance measures promulgated by CARB and the South Coast Air Quality Management District (SCAQMD): CARB Anti-Idling Air Toxics Control Measure:
	applicable and feasible.	This measure, codified in Title 13 California Code
	CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:	of Regulations (CCR) Section 2485, applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are
	Minimize land disturbance.	licensed to operate on highways, regardless of where they are registered. This measure does not allow
	• Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.	diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain
	• Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.	 exception for vehicles where idling is a necessary performance activity such as for concrete trucks. SCAQMD Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the
	• Cover trucks when hauling dirt.	
	• Stabilize the surface of dirt piles if not removed immediately.	atmosphere from any single source of emission
	• Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.	whatsoever any air contaminant for a period or periods aggregating more than three minutes in any
	Minimize unnecessary vehicular and machinery activities.	one hour which is as dark or darker in shade as that
	• Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.	 designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. SCAQMD Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number
	• On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.	
	• Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy- duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of	

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	40 or more hours for the construction project. Prepare a plan for approval be applicable air district demonstrating achievement of the applicable percent redu for a CARB-approved fleet.	
	• Ensure that all construction equipment is properly tuned and maintained.	tendency to cause, injury or damage to business property.
	• Provide an operational water truck on-site at all times. Use watering truc minimize dust; watering should be sufficient to confine dust plumes to the p work areas. Sweep paved streets at least once per day where there is evidence of that has been carried on to the roadway.	 SCAQMD Rule 403 – Fugitive Dust: This ru requires projects to prevent reduce or mitiga
	 Project sponsors should ensure to the extent possible that construction activitize grid-based electricity and/or onsite renewable electricity generation than diesel and/or gasoline powered generators. 	vities line, restricts the net PM10 emissions to less than $\frac{1}{2}$ micrograms per cubic meter (μ g/m3) and restrict the tracking out of bulk materials onto public road
	• Develop a traffic plan to minimize traffic flow interference from constru- activities. The plan may include advance public notice of routing, use of p transportation, and satellite parking areas with a shuttle service. Schedule oper- affecting traffic for off- peak hours. Minimize obstruction of through traffic Provide a flag person to guide traffic properly and ensure safety at construction	the best available control measures (identified in the best available control measures (identified in the tables within the rule). Dust control measures mainclude adding freeboard to haul vehicles, covering units and the tables are tables and the tables are tables and tables are tables and tables are tables
	• As appropriate, require that portable engines and portable engine-driven equipunits used at the project work site, with the exception of on-road and off-road vehicles, obtain CARB Portable Equipment Registration with the state or a district permit. Arrange appropriate consultations with the CARB or the Distributed termine registration and permitting requirements prior to equipment operation the site.	 SCAQMD Rule 1113 – Architectural Coatings: Thrule requires manufacturers, distributors, and enusers of architectural and industrial maintenant contributions to reduce VOC amirsions from the users.
	Implement EPA's National Clean Diesel Program.	 SCAQMD Rule 1186 – PM10 Emissions fro
	• Diesel- or gasoline-powered equipment shall be replaced by lowest emitting fer for each piece of equipment from among these options: electric equipment whe feasible, gasoline-powered equipment if electric infeasible.	asible Paved and Unpaved Roads, and Liveston
	• On-site electricity shall be used in all construction areas that are demonstrated served by electricity.	to be operations. The rule is intended to reduce PM emissions by requiring the cleanup of material deposited onto paved roads, use of certified stree
	• If cranes are required for construction, they shall be rated at 200 hp or g equipped with Tier 4 or equivalent engines.	reater sweeping equipment, and treatment of high-u unpaved roads (see also SCAQMD Rule 403).
	• Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines.	Demolition/Renovation Activities: The Proje
	• Convert part of the construction truck fleet to natural gas.	would comply with the requirements of this rule asbestos is found during the renovation an
	• Include "clean construction equipment fleet", defined as a fleet mix cleaner that state average, in all construction contracts.	an the construction activities. With regulatory compliance the risk related to any existing asbestos-containing
	• Fuel all off-road and portable diesel powered equipment with ARB-certified	

would be reduced to acceptable levels, and the

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	vehicle diesel fuel (non-taxed version suitable for use off-road).	Project would result in no impact with regard to
	• Use electric fleet or alternative fueled vehicles where feasible including methano propane, and compressed natural gas.	• The Project will comply with South Coast Ai
	 Use diesel construction equipment meeting ARB's Tier 4 certified engines or clean off-road heavy-duty diesel engines and comply with State off-road regulation. 	er Quality Management District Rule 1166 – Volatil Organic Compound Emissions from Decontamination of Soil, which sets requirements t
	• Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation.	on control the emission of VOC from excavating grading, handling and treating VOC-contaminate
	• Use idle reduction technology, defined as a device that is installed on the vehicle th automatically reduces main engine idling and/or is designed to provide services, e.g heat, air conditioning, and/or electricity to the vehicle or equipment that wou otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary.	 soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. The Project will install odor-reducing equipment ir accordance with South Coast Air Quality Management District Rule 1138.
	• Minimize idling time either by shutting off equipment when not in use or limit idlin time to 3 minutes. Signs shall be posted in the designated queuing areas and/or jo sites to remind drivers and operators of the 3-minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees ar subcontractors. The on-site construction manager shall enforce this limit.	California Code of Regulations, operation of an stationary, diesel-fueled, compression-ignitio
	• Prohibit diesel idling within 1,000 feet of sensitive receptors.	• Nitrogen oxide emissions shall be minimize
	• Staging and queuing areas shall not be located within 1,000 feet of sensitiv receptors.	use of best available control technology for ne
	• The number of construction equipment operating simultaneously shall be minimize through efficient management practices to ensure that the smallest practical numb is operating at any one time.	combustion sources such as boilers and wate heaters) as required by South Coast Air Quali Management District Regulation XIII, New Source Review.
	• The engine size of construction equipment shall be the minimum practical size.	In addition to the above regulatory compliant
	• Catalytic converters shall be installed on gasoline-powered equipment.	measures, in order to further minimize construction ar
	 Signs shall be posted in designated queuing areas and job sites to remind drivers ar operators of the idling limit. 	 operational air pollutant emissions, the Project would include a Project Design Feature (PDF) which requires implementation of best management practices to minimize construction-related emissions, as follows: PDF-AQ-1: The following measures will be employed by the Project to minimize construction-related emissions: All off-road diesel-powered equipment shall be required to meet Tier 4 final off-road emissions standards during all phases of Project construction. Such equipment shall be outfitted
	 Construction worker trips shall be minimized by providing options for carpoolin and by providing for lunch onsite. 	
	• Use new or rebuilt equipment.	
	 Maintain all construction equipment in proper working order, according manufacturer's specifications. The equipment must be check by an ASE-certific mechanics and determined to be running in proper condition before it is operated. 	
	mechanic and determined to be running in proper condition before it is operated.	
	• Use low rolling resistance tires on long haul class 8 tractor-trailers.	
	Suspend all construction activities that generate air pollutant emissions during a	ir with Best Available Control Technol-

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	alerts.Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate	(BACT) devices including a CARB certif Level 3 Diesel Particulate Filter or equivalent
	filters, on all diesel engines.	 Construction-related equipment, includ heavy-duty equipment, motor vehicles, a portable equipment, shall be turned off when in use for more than 5 minutes. Exceptions these requirements are identified in 13 Califor Code of Regulations (CCR) Section 2485(d).
		 Provide notification to trucks and vehicles loading or unloading queues that their engi shall be turned off when not in use for more th 5 minutes.
		 Electric equipment shall be used to the ext feasible in lieu of diesel or gasoline-powe equipment.
		 All construction vehicles shall be equipped w proper emissions control equipment and kep good and proper running order to substantia reduce NOx emissions.
		 On-site construction activities shall util existing electric power sources to the exist feasible to minimize the use of higher pollut gas or diesel generators.
		 Construction activities shall limit the hours operation of heavy-duty equipment and/or quantity of equipment in use to the ext feasible.
		 During the application of architectural coating for the new residential, restaurant, a commercial spaces, the Project shall use pain with a VOC content of 10 grams per liter (g or less, which exceeds the regulatory V limits put forth by SCAQMD's Rule 1113.
		 Sufficient dampening of the construction a shall be conducted as necessary to control d caused by grading, hauling, and wind.
		 Construction personnel shall secure loads trimming and watering or covering to prev the spilling or blowing of the earth material.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
		• Construction personnel shall clean all trucks and loads at the export site to prevent the blowing of dirt and spilling of loose earth.
		 A sign shall be posted at the Project Site at a readily visible location that identifies the construction manager and a telephone number for any inquiries or complaints from residents regarding construction activities.
		With implementation of CARB and SCAQMD rules and PDF-AIR-1, the Project would minimize construction emissions and would therefore be substantially in conformance with SCAG MM-AIR- 2(b).
AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS.	No mitigation required.	No mitigation is required.

2016 RTP/SCS PEIR Project Level Mitigation Measure

Applicability to Project

AIR-4: Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.

Topic

MM-AIR-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements:

- Set technology forcing new engine standards.
- Reduce emissions from the in-use fleet.
- Require clean fuels, and reduce petroleum dependency.
- Work with US EPA to reduce emissions from federal and state sources.
- Pursue long-term advanced technology measures.

Proposed new transportation-related SIP measures include:

On-Road Sources

- Improvements and Enhancements to California's Smog Check Program
- Expanded Passenger Vehicle Retirement
- Modifications to Reformulated Gasoline Program
- Cleaner In-Use Heavy-Duty Trucks
- Ship Auxiliary Engine Cold Ironing and Other Clean Technology
- Cleaner Ship Main Engines and Fuel
- Port Truck Modernization
- Accelerated Introduction of Cleaner Line-Haul Locomotives
- Clean Up Existing Commercial Harbor Craft
- Limited idling of diesel-powered trucks
- Consolidated truck trips and improve traffic flow
- Late model engines, Low emission diesel products, engine retrofit technology
- Alternative fuels for on-road vehicles

Off-Road Sources

This mitigation measure is not incorporated, because the Project impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant, and no mitigation measures are required.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	Cleaner Construction and Other Equipment	
	Cleaner In-Use Off-Road Equipment	
	Agricultural Equipment Fleet Modernization	
	New Emission Standards for Recreational Boats	
	Off-Road Recreational Vehicle Expanded Emission Standards	
AIR-5: Expose a substantial number of people to objectionable odors.	No mitigation required.	No mitigation is required.

Biological Resources

BIO-1: Potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. **MMBIO1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act of Section 2081 of the California Endangered Species Act to support issuance of an incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:
 - o Avoidance strategies
 - Contribution of in-lieu fees

The Project would be substantially in conformance with this mitigation measure for the reasons stated below.

The Project Site is an infill site located in an urban area that is currently fully developed with urban uses. The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. There are 35 trees on the Project Site that would be removed. The Project would provide 117 trees in total, for a net increase of 82 trees.

This mitigation measure is not incorporated, because the City has determined that the existing regulatory compliance measures listed below would apply to the Project and ensure potential impacts are less than significant

Applicable regulations:

- Federal Endangered Species Act
- Migratory Bird Treaty Act
- Bald and Golden Eagle Protection Act (?) *delisted* from federal ESA
- California Endangered Species Act
- California Native Plant Protection Act

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• Use of mitigation bank credits	California Desert Native Plants Act
	 Funding of research and recovery efforts Habitat restoration 	• Lists from the California Department of Fish & Wildlife (CDFW):
	• Conservation easements	 Species of Special Concern
	• Permanent dedication of habitat	 Fully Protected Animals List
	• Other comparable measures	o Special Vascular Plants, Bryophytes, an
	• Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.	California Sensitive Natural Communities
	• Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.	• Inventory of Rare and Endangered Plants by th California Native Plant Society (?)
	• Appoint an Environmental Inspector to monitor implementation of mitigation measures.	
	• Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.	
	• Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.	
	• Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.	
BIO-2: Potential to have	MM-BIO-1(b).	No mitigations are required. The Project is located in
a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	MM-BIO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the	developed, urban area and would be replacing existin buildings and associated uses. The Project would not b developed on existing open space. This mitigatio measure is not incorporated, because the Project Sit does not contain any wetlands, riparian habitats sensitive natural community or critical habitat or suppor any species identified or designated as a candidate sensitive, or special status species in local or regiona plans, policies, or regulations, or by the Californi Department of Fish and Game or U.S. Fish and Wildlif Service, and no impacts related to this issue woul occur.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	following, or other comparable measures identified by the Lead Agency:	See Applicable regulations
	 Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rar threatened, and endangered species afforded protection pursuant to the feder Endangered Species Act. 	^e , [list of] California Sensitive Natural Communities
	 Consult with the USFS where such state-designated sensitive or riparian habita provide potential or occupied habitat for federally listed rare, threatened, ar endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Lar Management Plan or Resource Management Plan for the four national forests in th six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. 	d es d
	 Consult with the CDFW where such state-designated sensitive or riparian habita provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, of Fully Protected Species afforded protection pursuant to the State Fish and Gam Code. 	d or
	• Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fis and Game Code as they relate to lakes and streambeds.	h
	 Consult with the USFWS, USFS, CDFW, and counties and cities in the SCA region, where state-designated sensitive or riparian habitats are occupied by bird afforded protection pursuant to the Migratory Bird Treaty Act during the breedin season. 	ls
	 Consult with the CDFW for state-designated sensitive or riparian habitats when fur-bearing mammals, afforded protection pursuant to the provisions of the Sta Fish and Game Code for fur-bearing mammals, are actively using the areas conjunction with breeding activities. 	te
	 Utilize applicable and CDFW approved plant community classification resource during delineation of sensitive communities and invasive plants including, but no limited to, the <i>Manual of California Vegetation</i>, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate. 	ot nt
	 Encourage project design to avoid sensitive natural communities and riparia habitats, wherever practicable and feasible. 	n
	 Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e. USFWS or CDFW) to protect sensitive natural communities and riparian habitats. 	
	 Install fencing and/or mark sensitive habitat to be avoided during construction activities. 	n

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.	
	• Revegetate with appropriate native vegetation following the completion of construction activities.	
	• Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).	
	• Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
BIO-3: Potential to have	MM-BIO-1(b) and MM-BIO-2(b).	No mitigations are required. The Project Site is a fully
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 bydrological	MM-BIO-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	 developed urban infill site that is not located of protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lear Agencies. Applicable regulations: Clean Water Act Porter-Cologne Water Quality Control Act Fish & Game Code Section 1602 - Lake of the sectio
means.	• Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.	Streambed Alteration (LSA) Agreement from the California Department of Fish & Wildlife (CDFW)
	• Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB).	
	• Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE	

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permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:

- o Permittee-responsible mitigation
- o Contribution of in-lieu fees
- Use of mitigation bank credits
- Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.

BIO-4: Potential to 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.

Topic

MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-3(b).

MM-BIO-4(B): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the Six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of

Applicability to Project

Mitigation is not required because Project impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project would be substantially in conformance with these mitigation measures for the reasons stated below.

The Project Site is currently developed and located in a highly urbanized area in the City of Los Angeles. No wildlife corridors or native wildlife nursery sites are present on the Project Site or in the surrounding area. Further, due to the urbanized nature of the Project Site area, the potential for native resident or migratory wildlife species movement through the Site is negligible.

Nonetheless, the Project Site does include ornamental trees that could support raptor and/or songbird nests. 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). California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. However, while the Project would remove 35 trees on the Project Site, the effects of this removal

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	Regulations protecting fur-bearing mammals, during the breeding season.	Site. As a standard practice, the Department of Building and Safety generally imposes a condition that requires grading and earthwork activities (including disturbances to native and non-native vegetation, structures and substrates) to take place outside of the breeding birt 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). If the Project's activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the Applicant would be required to 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. If a protected native bird is found, the Applicant would be required to delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until the nest is vacated and juveniles have fledged and wher there is no evidence of a second attempt at nesting Therefore, with adherence to existing laws and regulations, no mitigation is required and impacts would be less than significant.
	• Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.	
	• Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.	
	• Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.	
	• Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.	
	• Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation.	
	• Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).	
	• Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.	
	• Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.	

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.	
	• Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.	
	• Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b) , where applicable:	
	• Wildlife movement buffer zones	
	• Corridor realignment	
	 Appropriately spaced breaks in center barriers 	
	• Stream rerouting	
	o Culverts	
	• Creation of artificial movement corridors such as freeway under- or overpasses	
	• Other comparable measures	
	• Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.	
	• Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.	
	• Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as they hopscotch across an urban environment, provide connectivity to large-scale habitat areas.	
BIO-5: Potential to	MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), and MM-BIO-4(b).	Mitigation is not required because Project impacts would
conflict with any local policies or ordinances	MM-BIO-5(b): Consistent with the provisions of Section 15091 of the State CEQA	be less than significant with the implementation of regulatory compliance measures. Nevertheless the

Topic 2016 RTP/SCS PEIR Project Level Mitigation Measure

protecting biological resources, such as a tree preservation policy or ordinance.

Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.
- If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.
- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.
- Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
- Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.

Applicability to Project

Project would be in substantial conformance with these mitigation measures for the reasons stated below. As indicated in the 7940 Lankershim Mixed Use Project Tree Report, prepared by L.A. Design Works, dated October 30, 2018 and contained in Appendix C, there are no protected tree species within the Project Site that would be subject to the protection of Ordinance No. 177404 of the City of Los Angeles Municipal Code (Section 1. Subdivision 12 of Subsection A of Section 12.21, as amended).

However, there are 35 existing non-native, nonprotected trees that would be removed as part of the Project. The Project would provide 117 trees in total, for a net increase of 82 trees.

Any trees removed from the Project Site, would be subject to applicable regulatory compliance measures. All significant (with 8-inch or greater trunk diameter or cumulative trunk diameter or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the Project Site proposed for removal or planting of any tree in the public right-ofway would be subject to approval of the Board of Public Works. In addition, all trees in the public right-of-way would be provided per the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.	
	• If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.	
	• Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.	
	• Design projects to avoid conflicts with local policies and ordinances protecting biological resources.	
	• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:	
	• Avoidance strategies	
	• Contribution of in-lieu fees	
	• Planting of replacement trees at a minimum ratio of 2:1	
	• Re-landscaping areas with native vegetation post-construction	
	• Other comparable measures.	
BIO-6: Potential to	MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), and MM-BIO-5(b).	No mitigations are required. The Project Site is not
conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	MM-BIO-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	subject to provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, the Project Site is not located within or adjacent to an existing Significant Ecological Area.
	• Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.	
	• Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other	

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conservation program.

• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in MM-BIO-1(b), where applicable.

Cultural Resources

CUL-1: Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.

MM-CUL-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological sites or resources, or to require the substantial alteration of a unique geologic feature.
- Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.
- Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:
 - All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
 - Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique

A Cultural and Paleontological Resources Assessment Report was prepared by ICF in September 2019 for the Project which includes a review of the Project's potential for sensitivity of encountering paleontological resources. The proposed excavations for the Project's building foundations are expected to be up to 25 feet deep within the Quaternary young alluvial-fan deposits. These deposits are assigned a low paleontological sensitivity rating.

Furthermore, the Project Applicant would be required to comply with the City's standard condition of approval related to the inadvertent discovery of subsurface resources. In the event that any paleontological resources are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant. appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. With compliance with the condition of approval, impacts

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	paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.	would be less than significant.
	 Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 	
	• Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.	
	• Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.	
	• Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.	
cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5. Guidelines, SCAG has identified mitigati the significant effects of [sic] on histor responsibility of the Office of Historic Commission, other public agencies, and/or identified that a project has the potential for should consider mitigation measures consi Guidelines capable of avoiding or reducing ensure compliance with the National His Public Resources Code (PRC), state progra	MM-CUL-2(B): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of [sic] on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has	Mitigation is not required because Project impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project would be substantially in conformance with SCAG MM-CUL-2(b), as provided below.
	identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or	Pursuant to CEQA Guidelines Section 15064.5, a Historic Resources Assessment (HRA) Report was prepared for the Project, which satisfies the requirements set forth in SCAG MM-CUL-2(b) to identify it previously evaluated or previously unknown historical resources are present.
	 other comparable measures identified by the Lead Agency: Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified. 	As discussed in the Project's HRA, neither of the two buildings on the Project Site (7916-7918 Lankershim Boulevard, and 7934 Lankershim Boulevard) that would be demolished as part of the Project, qualify as historical resources under CEQA. The buildings were not
	• Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.	identified by SurveyLA as historically significant and were not listed or is eligible for listing, in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument. Therefore, the Project's associated demolition of these structures would
	• Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the	have no direct impact to historical resources on the Project Site.

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individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:

- Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
- Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
- Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.
- Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.
- Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.
- Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
- If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make

As discussed in the Project's Historic Resources Technical Report, within a one to five parcel radius of the Project Site, 35 potential historic resources were constructed prior to 1981. None of these resources were identified as eligible by SurveyLA, nor were they documented as a historical resource. None appear to qualify as a CEQA historical resource.

As such, the Project's indirect impacts would be less than significant.

The Project also substantially complies with this mitigation measure as a Cultural and Paleontological Resources Assessment Report was prepared for the Project in September 2019 that included analysis of the Project's potential for encouraging archeological resources. As determined in the Cultural and Paleontological Resources Assessment Report, the Project would not be expected to result in significant impacts on archaeological cultural resources as there are no known previously recorded archaeological resources within the Project area. Based on historical disturbance and construction in the area, the sensitivity for intact buried archaeological deposits of historic age within the Project area is relatively low.

Furthermore, Per California Public Resources Code Section21083.2(f), a lead agency may make provisions for archeological sites accidently discovered during construction. The Project Applicant would be required to comply with the City's standard condition of approval related to inadvertent discovery of unknown archaeological resources. In the event that any subsurface cultural resources are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, and shall determine the necessary findings as to the origin and disposition to assess the significance of the

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	 recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources. 	find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
		Compliance with this condition would ensure that Project impacts related to unknown archaeological resources would be less than significant.
CUL-3: Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.	MM-CUL-2(b).	Mitigation is not required because Project impacts would be less than significant with the implementation of standard City conditions of approval applicable to the Project. Nevertheless the Project substantially complies with this mitigation measure. A Cultural and Paleontological Resources Assessment Report prepared by ICF in September 2019 for the Project which includes a review of the Project's potential for sensitivity for encountering archeological resources. As determined in the Cultural and Paleontological Resources Assessment Report, the Project would not be expected to result in significant impacts on archaeological cultural resources as there no known previously recorded archaeological resources within the Project area. Based on historical disturbance and construction in the area, the sensitivity for intact buried archaeological deposits of historic age within the Project area is relatively low.
		Furthermore, Per California Public Resources Code Section21083.2(f), a lead agency may make provisions for archeological sites accidently discovered during construction.

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The Project Applicant would be required to comply with the City's standard condition of approval related to inadvertent discovery of unknown archaeological resources. In the event that any subsurface cultural resources are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Compliance with this condition would ensure that Project impacts related to unknown archaeological resources, including tribal resources would be less than significant. MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA **CUL-4:** Potential to Mitigation is not required because Project impacts would Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing be less than significant with the implementation of disturb human remains. including those interred the significant effects to human remains that are within the jurisdiction and responsibility regulatory compliance measures. Nevertheless the of the Native American Heritage Commission, other public agencies, and/or Local Project substantially complies with this mitigation of formal including Agencies. Where the Lead Agency has identified that a project has the potential for measure. If human remains are encountered during cemeteries, Native American Sacred significant effects, the Lead Agency should consider mitigation measures capable of construction, State Health and Safety Code Section avoiding or reducing significant impacts on human remains, to ensure compliance with 7050.5 states that no further disturbance shall occur until the California Health and Safety Code, Section 7060 and Section 18950-18961 and the county coroner has made the necessary findings as to Native American Heritage Commission, as applicable and feasible. Such measures may origin and disposition, pursuant to PRC Section 5097.98. include the following, or other comparable measures identified by the Lead Agency: If the county coroner concludes that the remains are of Native American descent, the Native American Heritage • In the event of discovery or recognition of any human remains during construction Commission must be notified within 24 hours, and or excavation activities associated with the project, in any location other than a NAHC guidelines would be adhered to in the treatment dedicated cemetery, cease further excavation or disturbance of the site or any nearby and handling of the remains. With regulatory area reasonably suspected to overlie adjacent human remains until the coroner of the compliance, any potential significant impacts of the county in which the remains are discovered has been informed and has determined

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	that no investigation of the cause of death is required.	Project related to this threshold would be less than
	• If any discovered remains are of Native American origin:	significant.
	• Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.	
	• If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:	
	 The Native American Heritage Commission is unable to identify a descendent; 	
	 The descendant identified fails to make a recommendation; or 	
	• The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.	
Energy		
EN-1: Potential to increase petroleum and nonrenewable fuel consumption in the regional transportation system.	No mitigation required.	No mitigation is required.
EN-2: Potential to increase residential energy consumption use.	MM-EN-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	Mitigation is not required because Project impacts would be less than significant. Nevertheless, the Project substantially conforms with this mitigation measure, because the Project the incorporates project design feature identified below and would comply or exceed the existing City regulatory requirements. The Project would be constructed to meet or exceed energy standards outlined in the City's Green Building Code, which incorporates the requirements of CALGreen. The Project includes the following Project Design Feature that

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	• Integrate green building measures consistent with CALGreen into project design including:	includes sustainability features associated with the Project.
	• Use energy efficient materials in building design, construction, rehabilitation,	PDF GHG-1
	and retrofit.	• The Project shall install energy efficient appliances.
	 Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. 	• The Project shall install low-flow plumbing fixtures.
	• Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.	• The Project shall provide 19 short-term and 183 long-term bicycle parking spaces at the Project Site.
	• Incorporate passive environmental control systems that account for the characteristics of the natural environment.	• The Project shall plant a total of 117 trees, 15 of which would be street trees, along with native and
	• Use high-efficiency lighting and cooking devices.	drought-tolerant vegetation such as shrubs and ground cover.
	• Incorporate passive solar design.	 The Project shall install solar panels on 15 percent of
	• Use high-reflectivity building materials and multiple glazing.	the rooftop space of the proposed mixed-use
	• Prohibit gas-powered landscape maintenance equipment.	building.
	• Install electric vehicle charging stations.	• The Project shall install prewiring for electrica vehicle (EV) charging for 30 percent of the tota
	• Reduce wood burning stoves or fireplaces.	parking spaces provided at the Project Site.
	• Provide bike lanes accessibility and parking at residential developments.	• The Project shall provide EV parking spaces that are installed with chargers and ready for immediate EV use for 10 percent of the total parking spaces provided at the Project Site.
		• The Project shall not provide any indoor fireplaces for residential units.
		• The Project shall install outdoor power outlets to facilitate the use of electric landscaping equipment for maintaining common areas.
		• The Project shall enroll in the organic waster recycling services provided by the solid waster collection service provider and ensure that compostable receptacles will be provided for the multi-family uses to reduce landfilled waste.
EN-3: Potential to increase building energy consumption in anticipated development.	MM-EN-2(b).	The Project's impacts are less than significant so mitigation is not required. Nevertheless, the Projec substantially conforms to this mitigation measure through the Project's design features (PDF-GHG-1) and regulatory compliance measures. The Project Site will be constructed to meet and would be required to comply

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		with the City's Green Building Code Title 24, which incorporates the requirements of CALGreen.	
EN-4: Potential to increase water consumption and energy use related to water in anticipated development.	No mitigation required.	No mitigation is required.	

Geology and Soils

GEO-1: Potential to or expose people structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most Alquist-Priolo recent Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking: (iii) seismic related ground-failure, including liquefaction; (iv) landslides.

MM-GEO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.
 - Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site- specific measures have been incorporated into the project design, consistent with the CBC and UBC.
- Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and

The City has determined that the Project already substantially conforms to this mitigation measure, because the Project would be required to comply with the existing seismic design provisions and regulations associated with the City of Los Angeles Building Code, which incorporates the 2016 Uniform Building Code (UBC) and 2016 California Building Code (CBC). The 2016 edition of the CBC is based on the 2015 International Building Code (IBC) published by the International Code Council, which replaced the Uniform Building Code. The 2016 CBC contains California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standard ASCE/SEI 7-16, Minimum Design Loads for Buildings and Other Structures, provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (such as wind loads) for inclusion into building codes.

Furthermore, construction would not exacerbate existing physical conditions pertaining to seismic hazards. A Geotech Report and Soils Report has been submitted to the City and has been approved by the City of Los Angeles Department of Building and Safety on April 28, 2020. Moreover, the Project is subject to regulatory compliance measures, which avoid and/or reduce the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides.

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	dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.	
	• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical failure and recommend remedial geotechnical measures to eliminate any problems.	
	• Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.	
	• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.	
GEO-2: Potential to result in substantial soil erosion or the loss of topsoil.	MM-GEO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measures A Geotech Report and Soils Report has been submitted to the City and has been approved by the City of Los Angeles Department of Building and Safety on April 28, 2020. These regulatory requirements require compliance with existing quality standards as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) would apply under Chapter IX, Division 70 of the LAMC addresses grading,
	• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical geotechnic	excavation, and fills, which are permitted by the Department of Building and Safety. No grading permits are issued without assurance of compliance with Best Management Practices (BMPs) to reduce erosion during grading, excavation, and fill.
	 measures to eliminate any problems. Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by 	The Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be

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	the SWRCB and conduct the following:File a Notice of Intent (NOI) with the SWRCB.	minimized for downstream receiving waters Compliance with the NPDES and implementation of th
	 Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants 	SWPPP and BMPs, as well as the City's discharg requirements would ensure that construction stormwate runoff would not violate water quality and/or discharg requirements.
	likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.	Also, during operation the Project would be required comply with the City's Low Impact Development (LII Ordinance. The LID Ordinance applies to a development and redevelopment in the City that require
	 Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. 	a building permit. LID Plans are required to includ site design approach and BMPs that address runoff a pollution at the source. Further, to comply with L Ordinance the Project would be required to capture a
	• After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.	treat the first 3/4-inch of rainfall in accordance wi established stormwater treatment priorities.
	 Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. Consistent with the CBC and local regulatory agencies with oversight of 	Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Si as compared to the current conditions. Compliance wit the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMP would ensure that operation of the Project would no cause soil erosion or the loss of topsoil.
	development associated with the Plan, ensure that, prior to preparing project designs new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	The Project would also comply with the permittin requirements under the National Pollutant Discharg Elimination System (NPDES) stormwater permittin program is administered by the SWRCB through the nine RWQCBs. SWRCB Order No. 2009-0009-DW (as amended by 2010-0014-DWQ and 2012-006-DWC established the statewide NPDES Construction Gener Permit for stormwater discharges from construction sites. This NPDES permit establishes a risk-base approach to stormwater control requirements for construction projects.
		For all construction activities disturbing more than or acre of land, the Construction General Permit mandat the development and implementation of a SWPPP. The SWPPP documents the selection and implementation BMPs for the specific construction project, charging the Owner of the Project with stormwater quality

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		management responsibilities. A construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.
		The Construction General Permit regulates construction activity including clearing, grading, and excavation of areas one acre or more in size and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.
		A SWPPP is meant to identify potential sources and types of pollutants associated with the construction activity and to list the BMPs that would prohibit those pollutants from being discharged from the construction site into the public storm drain system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post- construction stormwater management (e.g., minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.
GEO-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	MM-GEO-1(b).	Mitigation is not required because Project impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure. As concluded in the Geotechnical Report prepared for the Project, the Project would not contain uses or activities that would exacerbate existing environmental conditions. A Geotech Report and Soils Report has been submitted to the City and has been approved by the City of Los Angeles Department of Building and Safety on April 28, 2020. In addition, the Project's impacts would be less than significant as a result of required compliance with applicable state and City building codes.
GEO-4: Potential to be located on expansive soil, as defined in Table 18-1-B of the Uniform	MM-GEO-1(b).	No mitigation is required. As stated in the Geotechnical Report, the Project Site's subsurface materials are generally granular and are expected to have a low potential for expansion. Regardless, the Project would be

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Building Code (1994), creating substantial risks to life or property.		required to adhere to applicable provisions of the City's Building Code, which would address any potential for expansion. The Project would not contain uses or activities that would exacerbate existing environmental conditions. In addition, the Project's impacts would be less than significant as a result of required compliance with applicable state and City building codes.	
GEO-5: Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No mitigation required.	No mitigation is required.	
Greenhouse Gas Emissions			
GHG-1: Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).	No mitigation required.	No mitigation is required.	
GHG-2: Potential to conflict with SB 375 GHG Emission Reduction Targets.	No mitigation required.	No mitigation is required.	
GHG-3: Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.	No mitigation required.	No mitigation is required.	
GHG Cumulative Impacts	MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies.	Mitigation is not required because Project impacts would be less than significant. Nevertheless, the Project substantially conforms with this mitigation measure as it is consistent with State, regional, and City of Los Angeles GHG emission reduction goals and objectives;	

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Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans

of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:

- Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.
- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- Off-site measures to mitigate a project's emissions.
- Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
 - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
 - Use alternative (non-petroleum based) fuels;
 - Deployment of zero- and/or near zero emission technologies as defined by CARB;
 - Use lighting systems that are energy efficient, such as LED technology;
 - Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
 - Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;
 - Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;
 - Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
 - Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;

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therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be consistent with the Los Angeles Green Building Code, which would reduce GHG emissions by complying with Title 24 Building Energy Efficiency Standards, as amended by the City, and installing Energy Star appliances. The Project would install prewiring for electrical vehicle (EV) charging for 30 percent of the total parking spaces provided at the Project Site. The Project would also provide EV parking spaces that are installed with chargers and ready for immediate EV use for 10 percent of the total parking spaces provided at the Project Site. And finally, pursuant to California Public Resources Code Sections 21155.2 and 21159.28, a SCEA prepared for a TPP that is consistent with the 2016-2040 RTP/SCS and its applicable mitigation measures does not need to prepare or discuss project specific or cumulative GHG emission impacts associated with car or light-duty truck trips.

The following GHG emissions-reducing PDF would be incorporated into the Project:

PDF-GHG-1:

- The Project shall install energy efficient appliances.
- The Project shall install low-flow plumbing fixtures.
- The Project shall provide 19 short-term and 183 long-term bicycle parking spaces at the Project Site.
- The Project shall plant a total of 117 trees, 15 of which would be street trees, along with native and drought-tolerant vegetation such as shrubs and ground cover.
- The Project shall install solar panels on 15 percent of the rooftop space of the proposed mixed-use building.
- The Project shall install prewiring for electrical vehicle (EV) charging for 30 percent of the total parking spaces provided at the Project Site.
- The Project shall provide EV parking spaces that are

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	o Use lighter-colored pavement where feasible;o Recycle construction debris to maximum extent feasible;	installed with chargers and ready for immediate EV use for 10 percent of the total parking spaces provided at the Project Site.
	Protect and plant shade trees in or near construction projects where feasible; andSolicit bids that include concepts listed above.	 The Project shall not provide any indoor fireplace for residential units.
	 Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit- active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles. 	facilitate the use of electric landscaping equipment for maintaining common areas.
	 Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network. 	collection service provider and ensure th
	 Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations. 	
	 Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs. 	with applicable Climate Change Scoping Plan strategi and regulations to reduce GHG emissions. The Proje
	 Designate a percentage of parking spaces for ride-sharing vehicles or high- occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles. 	Site is an infill location close to jobs, off-site housin and services and in close proximity to existing an future public transit stops, which would result in reduc VMT, as compared to a project of similar size and law
	• Land use siting and design measures that reduce GHG emissions, including:	uses at a location without close and walkable access
	• Developing on infill and brownfields sites;	off-site destinations and public transit stops. Thus, the Project would be consistent with SCAG's 2016–204
	o Building high density and mixed-use developments near transit;	RTP/SCS alignment of transportation, land use, and
	 Retaining on-site mature trees and vegetation, and planting new canopy trees; 	housing strategies, as the Project would accommoda increases in population, households, employment, a
	 Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and 	travel demand by implementing smart land strategies. The Project would also be consistent applicable City GHG emissions reduction p policies, and regulations, including the City's LA G
	 Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. 	
Hazards and Haz	ardous Materials	

HAZ-1: Potential to create a significant hazard to the public or the environment through **MM-HAZ-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous the environment through

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the routine transport, use, or disposal of hazardous materials.

Topic

materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.
- Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.
- Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.
- Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
 - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
 - o The location of such hazardous materials.
 - An emergency response plan including employee training information.
 - A plan that describes the manner in which these materials are handled, transported and disposed.
- Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.

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discussed below.

Typical of many construction projects, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers.

As the existing onsite buildings were constructed prior to the 1978 federal regulations banning the use of leadbased paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings. Should leadbased paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Cal/OSHA regulations. Furthermore, the City of Los Angeles maintains specific code requirements when developments find lead-based paint. All construction activities would occur in adherence with these regulations guiding such activities to minimize any upset or accident release of hazardous materials into the environment. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to LBPs.

As the onsite structures were built before the 1978 federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted, there is a potential for the presence of ACBMs in the onsite buildings. The EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey adhering to Asbestos Hazard Emergency Response Act (AHERA) sampling protocol be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by the local air pollution control or air quality

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	• Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.	management district, and specifies that all suspect asbestos-containing materials (ACMs) be sampled to
	• Avoid overtopping construction equipment fuel gas tanks.	determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent
	• During routine maintenance of construction equipment, properly contain and remove grease and oils.	potential exposure to workers and/or residential occupants. With regulatory compliance, the risk related
	• Properly dispose of discarded containers of fuels and other chemicals.	to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs and would not
		Operation of the Project's residential and commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, with compliance with applicable regulations, the Project's potential impacts would be less than significant.
HAZ-2: Potential to 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.	MM-HAZ-1(b).	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms with this mitigation measure. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typical of construction projects. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers.
		As the majority of the onsite structures were built before the 1978 federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted there is a potential for the presence of ACBMs in the on site buildings. If ACBMs are found to be present, they

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		would be abated in compliance with the SCAQMD Rule 1403 and other applicable State and federal rules and regulations. With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs.
		As the existing onsite buildings were constructed prior to the 1978 federal regulations banning the use of lead- based paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings. Should lead- based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Cal/OSHA regulations. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to LBPs.
		The City has determined that, with compliance with applicable regulations, the Project's potential impacts would be less than significant.
HAZ-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school.	MM-HAZ-1(b).	Mitigation is not required because Project impacts would be less than significant. Nevertheless, the Project substantially conforms with this mitigation measure. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction.
		The types of potentially hazardous substances and materials that would be used in association with the operation of the Project would include those typical of residential and commercial developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions.
		With compliance to applicable laws, regulations, and manufacturers' instructions, construction of the Project would not create a significant risk of exposure to

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		hazardous materials for the public or the environment, including schools.
HAZ-4: Potential to be located on a site which is included on a list of hazardous materials sites	MM-HAZ-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines; SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or	No mitigation is required. The Project Site is not currently listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
 compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. Lead Agencies. Where the Lead Agency has identified that a project has the potential significant effects, the Lead Agency can and should consider mitigation measure ensure compliance with the provisions of the Government Code Section 6596 Occupational Safety and Health Code of 197; the Response Conservation, and Reco Act; the Comprehensive Environmental Response, Compensation, and Liability Act Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, County and City building standards, and all applicable federal, state, and local laws regulations governing hazardous waste sites, as applicable and feasible. Such meas may include the following, or other comparable measures identified by the I Agency: Complete a Phase I Environmental Site Assessment, including a review consideration of data from all known databases of contaminated sites, during 	According to the Phase I Environmental Site Assessment prepared on November 21, 2017, due to the age on on- site buildings, lead-based paint may be present on the Project Site. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to CalOSHA regulations. Furthermore, the City of Los Angeles maintains specific code requirements when developments find lead-based paint. All construction activities would occur in adherence with these regulations guiding such activities	
	• Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.	to minimize any upset or accident release of hazardous materials into the environment.
	• Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.	With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to LBPs and would not create a significant hazard to the public or the environment. As the onsite structures were built before the 1978
	• Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.	federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted, there is a potential for the presence of ACBMs in the on- site buildings. The EPA's National Emission Standards
	• Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.	for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey adhering to Asbestos Hazard Emergency Response Act (AHERA) sampling protocol be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be
	• Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.	enforced by the local air pollution control or air quality management district, and specifies that all suspect asbestos-containing materials (ACMs) be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or residential
	• Consult with the appropriate local, state, and federal environmental regulatory	occupants.

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agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.

- Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.
- Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.
- Use best management practices (BMPs) regarding potential soil and groundwater hazards.
- Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off- site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.
- Groundwater pumped from the subsurface should be contained on- site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.
- Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.
- Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

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Regulations that would be followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD).With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs and would not create a significant hazard to the public or environment.

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	• If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.	
	• Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.	
	• Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
	• Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
HAZ-5: Potential 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.	MM-TRA-5(b)	No mitigation required. There are no private airstrips in the vicinity of the Project area. However, the Hollywood Burbank (Bob Hope) Airport, at 2627 North Hollywood Way in the City of Burbank, is approximately 1.4 miles southeast of the Project Site. The Project Site is also located 3.5 miles from the Whiteman Airport and 5.6 miles from the Van Nuys Airport. While the Project Site is within two miles of the Hollywood Burbank Airport, the Project Site is not located within the Hollywood Burbank Airport Planning Boundaries/Airport Influence Area (AIA) or subject to the Hollywood Burbank Land Use Planning Contours or height restrictions. Given the distance of the Project Site to the Hollywood Burbank Airport and as the Project is outside the Airport's

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		planning boundaries, noise contours or influence area, the Project would not result in an airport-related safety hazard for people residing or working in the Project area.
HAZ-6: Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.	No mitigation required.	No mitigation is required.
HAZ-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation required.	Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD). Furthermore PDF TRAF-4 would ensure that construction related impacts on roadways would be less than significant.
HAZ-8 : Potential to 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.	MM-HAZ-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of 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; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	No mitigation required. The Project Site is located in a fully urbanized area, a City High Fire Severity Zone, and there are no wildlands in the vicinity, and is not near a wildland fire hazard.
	• Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.	
	• Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.	

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- Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.
- Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.
- Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.
- Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.
- Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.
- Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

Hydrology and Water Quality

HYD-1: Potential to violate any water quality standards or waste discharge requirements.

MM-HYD-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

• Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.

The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms with this mitigation measure because the Project is subject to regulatory compliance measures such as NPDES and SWPPP regulations that are capable of avoiding or reducing the potential impacts on water quality. The Project would comply with waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Board, the City of Los Angeles Low Impact Development (LID) Ordinance and other regulatory agency requirements including, but not limited to, the NPDES permitting requirements.

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	• Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.	
	• Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.	
	• Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.	
	• Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.	
	• Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:	
	• U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.	
	• Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.	
	 California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. 	
	• Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.	
	• Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.	
	• Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.	
	• Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.	

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	• Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.	
	• Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.	
	• Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre- project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.	
	• Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.	
	• Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.	
	• Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	
	• If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.	
HYD-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a	MM-HYD-2(b): Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state,	The Project's impacts would be less than significant and no mitigation is required. Nevertheless, Project substantially conforms with this mitigation measure because the Project Site is located in an urbanized area that does not contain any significant groundwater recharge areas. While operation of the Project would increase the amount of impervious surface area on the Project Site from 4.7 percent under existing conditions

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lowering of 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).	 regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. 	to 20 percent after development is completed, due to the size of the Project Site, this would create a small increase in the opportunity for potential increases in recharge. Dewatering during construction or operation of the Project is not anticipated.
	• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.	
	• Avoid designs that require continual dewatering where feasible.	
	• Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.	
	• Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	
HYD-3: Potential to 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.	ММ-НҮД-1(b).	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BPMs) to comply with City of Los Angeles Low Impact Development (LID) Ordinance. The proposed stormwater BPMs would include development of a dry well for stormwater runoff. Further, pursuant to the City's LID Ordinance, the Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs.

HYD-4: Potential to **MM-HYD-1(b)**. substantially alter the

The Project's impacts would be less than significant as a

result of the implementation of regulatory compliance

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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 that would result in flooding on site or off site.		measures. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is required to comply with the following regulatory requirements: the City of Los Angeles's Low Impact Development (LID) design standards, the City of Los Angles Development Best Management Practices Handbook, the Los Angeles Regional Water Quality Control Board requirements, and the National Pollution Discharge Elimination System permit requirements. Because there are no waterbodies within or near the Project Site, flooding is not expected to occur on- or off- site.
HYD-5: Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.	ММ-НҮД-1(b).	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure. Project construction would comply with applicable NPDES and City requirements including those requiring the preparation of a Project-specific Stormwater Pollution Prevention Plan (SWPPP). Pursuant to the City's LID Ordinance, the Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs The Project must comply with all provisions of the NPDES program and other applicable waste discharge requirements (WDRs), as enforced by the LARWQCB. The Project would include appropriate on-site drainage improvements to accommodate anticipated stormwater flows.
HYD-6: Potential to otherwise substantially degrade water quality.	MM-HYD-1(b).	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements, thus, water quality impacts associated with construction and operation of the Project would be less than significant. Therefore, the City has determined that the Project's impacts would be less than significant and no mitigation is required.

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HYD-7: Potential to place housing within a 100- year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.	No mitigation required.	No mitigation is required.
HYD-8: Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.	 MM-HYD-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. 	No mitigation is required. The Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone. Also, the Project Site is not located within an area potentially affected by seiche, tsunami, or mudflow. The Project Site is not located within a designated 100- year flood plain. The Project Site is not identified in the Safety Element of the General Plan as being located in any area potentially susceptible to floods associated with a levee or dam.
	• Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	
HYD-9: Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding,	MM-HYD-8(b).	No mitigation required. The Project is located in a potential dam inundation area related to the Hansen Dam and Hansen Recreational area, located three miles north of the Project Site and surrounded by intervening development.
including flooding as a result of the failure of a levee or dam.		The Federal Energy Regulatory Commission (FERC) cooperates with a large number of federal and state agencies to ensure and promote dam safety. Every five years, an independent engineer approved by the FERC must inspect and evaluate projects with dams higher

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		than 32.8 feet (10 meters) or with a total storage capacity of more than 2,000 acre-feet, which includes the Hansen Dam, thereby reducing the risk of dam failure. As such, the probability of dam failure is low and risks would be less than significant
HYD-10: Potential for inundation by seiche, tsunami, or mudflow.	ММ-НҮД-8(b).	No mitigation is required. The Project Site is not located with a 100-Year or 500-Year flood plain. The Project Site is located approximately 15 miles northeast of the Pacific Ocean and is not located within a tsunami hazard area or a Tsunami Inundation Zone.
		The Project is located in a potential dam inundation area related to the Hansen Dam and Hansen Recreational area, located three miles north of the Project Site and surrounded by intervening development. As the Hansen Dam is subject to ongoing inspection by the FERC, the probability of dam failure is low and risks would be less than significant.

Land Use and Planning

LU-1: Potential to conflict with any applicable land use plan, policy, or regulation of agency with an jurisdiction over the project (including, but not limited to the general plan, specific plan, local program, or coastal zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:

• Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.

No mitigation is required. The Project Site is within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan area and is designated as Neighborhood Commercial, which corresponds to the Property's current zoning of C2-1VL and R1-1.

The existing zoning only allows for a FAR of 3:1 and a height of three stories due to a General Plan Footnote (Land Use Map, Footnote No. 2). The Project would require a zone change to RAS4-1-CUGU (residential/accessory) and to eliminate the General Plan footnote limiting the number of stories that can be built. The zone change is necessary to ensure that zoning for the Project Site is consistent with state law. Portions of the Project Site's current zoning are inconsistent with its Neighborhood Commercial General Plan designation. Therefore, the Project's zone change achieves the state law requirement to ensure that zoning is always consistent with the general plan. Moreover, the new zoning designations permit uniform development of multi-family residential uses.

The Project Site is an infill location close to jobs, off-site

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		housing, and services and in close proximity to existing and future public transit stops
		The Project would provide 432 new dwelling units in a mix of unit sizes (one-bedroom, two-bedroom, and three-bedroom units) and affordability levels. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or Very Low Income Households. Development of limited ground floor commercial uses, which allows for mixed-uses at the Project Site that would activate the street and encourage pedestrian activity. The Project would be consistent with the policies and objectives of the Los Angeles Framework Element, Los Angeles General Plan Housing Element, Los Angeles General Plan Mobility Plan 2035, Los Angeles General Plan Noise Element, the City Planning Commission's Do Real Planning document, the SCAG's 2016 RTP/SCS, and the Sun Valley-La Tuna Canyon Community Plan. Specifically, the Project is consistent with goals and policies to contained within these plans that aim to provide new housing, improve the pedestrian environment, support mixed use development near transit, improve air quality and active transportation (e.g., bicycling and walking), and encourage new high quality development that is compatible with existing uses and development.
LU-2: Potential to physically divide an established community.	 MM-LU-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: Consider alignments within or adjacent to existing public rights-of-way. 	No mitigation is required. The Project Site is currently developed with commercial buildings, storage areas and surface parking. The Project Site vicinity is highly urbanized and generally built out. The local vicinity is characterized by a blend of commercial, residential, industrial, office, and school uses. The Project would provide a new mixed-use development that would include residential uses and ground level commercial uses. As such, the Project would be an infill project providing uses in keeping with the mixed-use character of the surrounding area. Given the type of uses in the Project Site vicinity, and the infill character of the Project, it would not physically divide an established community. The Project would pet discurt or divide any

• Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.

community. The Project would not disrupt or divide an

established community through a change in street or

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	• Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).	land use patterns on surrounding streets.
	• Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.	
	• Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:	
	• Alignment shifts to minimize the area affected.	
	• Reduction of the proposed right-of-way take to minimize the overall area of impact.	
	• Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	
	• Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.	
	• Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.	
LU-3: Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.	MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b), and MM-BIO-6(b).	No mitigation is required. The Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local regional, or state habitat conservation plan. Furthermore, the Project Site is not located within or adjacent to an existing Significant Ecological Area.
Mineral Resources		
MIN-1: Potential to 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.	MM-MIN-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant	No mitigation is required. The Project Site is located in an urbanized area of the City. As identified in the City o Los Angeles General Plan, Conservation Element, 2001 Appendix A, the Project is located in "Mineral Resource Zone-2", a California State Geologist classification. I denotes an area in which deposits, in this case sand and gravel, are of significance to the state. However, the Project Site is not zoned for mineral extraction use and the Project Site has not been historically used for
	effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:	mineral resource extraction. The Project Site is not located within a Los Angeles Cit Oil Drilling District. As noted in the Phase I ESA, no oi or gas wells are located on the Project Site and as

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	• Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.	mixed-use Project, implementation of the Project would not involve any oil, gas, or mineral extraction uses. As the Project Site does not have any wells and no active oil wells are located in its immediate vicinity and the
	• Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:	Project has not been used for mineral extraction and does not include any oil or mineral extraction uses, the Project would not result in the loss of availability of known mineral resources.
	• Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.	
	• Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.	
	 Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 	
	• Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
MIN-2: Potential to result in the loss of	MM-MIN-1(b).	No mitigation is required. The Project Site is located in an urbanized area of the City. As identified in the City of

result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No mitigation is required. The Project Site is located in an urbanized area of the City. As identified in the City of Los Angeles General Plan, Conservation Element, 2001, Appendix A, the Project is located a larger area identified as "Mineral Resource Zone-2", a California State Geologist classification. The Project Site has not been historically used for mineral resource extraction and is not zoned for mineral extraction uses, as it is designated as Neighborhood Commercial within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan. Because the Project is not currently occupied with mineral extraction uses, would not involve mineral extraction, and would not encroach on the City's existing sand and gravel mining operations, it would not result in the loss of availability of these locally important mineral resources.

Applicability to Project

Topic Noise

NOISE-1: 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. **MM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

• Install temporary noise barriers during construction.

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- Include permanent noise barriers and sound-attenuating features as part of the project design.
- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.
- Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.
- Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are

The Project would substantially conform to this SCAG mitigation measure with the implementation of mitigation measures, project design features, and regulatory compliance measures. The Project is required to comply with regulatory control measures in LAMC Section 41.40 and Section 112.05, which regulate noise from construction activities (e.g., construction activities will be prohibited between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, and between 6:00 p.m. and 8:00 a.m. on any Saturday or national holiday or at any time on Sunday); in City of Los Angeles Building Regulations Ordinance No. 178,048, which require a construction site notice to be provided; in LAMC Section 112.02, which require that any heating, ventilation, and air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels by more than 5 dBA on any other occupied property, and in LAMC Section 114.03, which prohibit loading/unloading activities within 200 feet of any residential building between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

In addition to the above regulatory compliance measures, in order to further minimize construction and operational noise, the Project would include PDFs which include the implementation of specific requirements and best management practices to minimize Project-related noise. The PDFs are as follows:

PDF-NOI-1: No pile driving activities or blasting will be allowed at the Project Site during construction.

PDF-NOI-2: All noise-generating mechanical equipment during Project operations will be equipped with noise-muffling devices or shielding (e.g., enclosures) to minimize noise levels at neighboring properties in accordance with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. The noise control methods that will be implemented by the

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	completed.Designate an on-site construction complaint and enforcement manager for the	Project to reduce its mechanical equipment noise levels may include, but will not be limited to:
	 Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. 	 a) Selecting mechanical equipment designed to produce low noise levels. This includes the mechanical equipment for heating and cooling interior spaces (i.e., HVAC) as well as equipment associated with the swimming pool;
	• Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and	b) Shielding mechanical equipment with screens, acoustical louvers, or other noise barriers; andc) Installing a parapet wall around the perimeter of the rooftop of the mixed-use building to minimize noise levels from HVAC equipment.
	this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	PDF-NOI-3: The Project will implement operational restrictions to limit excessive noise generated by residents at the outdoor amenity areas located at the
	• Ensure that construction equipment is not idle for an extended time in the vicinity of noise-sensitive receptors.	ground floor level, which includes the pool deck and spa, game lounge, outdoor kitchen, BBQ and sitting area, tot lot, community garden, and pet park. Such
	• Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.	restrictions will include limiting the hours of use at these outdoor areas to between 7:00 a.m. and 10:00 p.m. (to
	• Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.	correspond with the daytime hours specified by the City's noise ordinance), enforcing all applicable capacity limits on the number of residents using each amenity area (for example, as required by fire or safety codes).
	• Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.	and restricting the exterior use of amplified music Building management staff would be required to ensure
	• Use noise barriers to protect sensitive receptors from excessive noise levels during construction.	that operations remain in compliance with the daytime noise limits set forth in the LAMC.
	• Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.	Furthermore, the Project would implement the following mitigation measures to reduce construction and operational noise to less-than-significant levels. The
	• Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.	mitigation measures are as follows: MM NOI-1: The following measures shall be employed during Project construction to reduce short-term noise
	• Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.	a) A 15-foot-high temporary noise barrier with a
	• Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient	minimum STC rating of 28 will be erected along the eastern and southern boundaries of the Projec Site to provide a minimum of 10 dBA noise

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	noise levels established by the noise element of the general plan or noise ordinance.		attenuation.
		b)	Equipment staging and laydown areas will be located at the farthest practical distance from nearby residential land uses.
		c)	High noise-producing construction activities wil be scheduled during periods that are leas sensitive, such as during daytime hours wher neighboring residents are generally away at work.
		d)	Construction equipment will be fitted with noise- reduction features such as mufflers and engine shrouds that are no less effective than those originally installed by the manufacturer.
		e)	Stationary construction equipment, such as compressors, will be positioned as far away as practical from adjacent noise-sensitive receptors.
		f)	All construction equipment not in use will be switched off.
		g)	Haul trucks will not be allowed to idle for periods greater than 5 minutes, except as needed to perform a specified function (e.g., concrete mixing). Signs will be posted in delivery loading areas specifying this idling restriction.
		h)	On-site vehicle speeds will be limited to 15 miles per hour or less (except in cases of emergency).
		i)	Construction-related truck traffic will be routed away from noise-sensitive areas to the exten feasible.
		j)	Back-up beepers for all construction equipmen and vehicles will be broadband sound alarms or adjusted to the lowest noise levels possible provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available alternative safety measures such as escorts and spotters will be employed.
		k)	A designated point of contact will be identified to

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address noise-related complaints during construction. The noise disturbance coordinator will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will be required to implement reasonable measures such that the complaint is resolved.

MM NOI-2. A solid wall with a minimum height of 8 feet shall be erected to serve as a noise barrier along the portion of the Project Site's southern boundary where the outdoor amenity areas are located to reduce noise levels at the adjacent off-site single-family residences.

The City has determined that, with compliance with City regulatory requirements, incorporation of PDF-NOI-1 through PDF-NOI-3, and implementation of mitigation measures MM-NOI-1 and MM-NOI-2, the Project would minimize its construction and operational noise effects. As a result, the City has determined that the Project's noise impacts would be less than significant, and that the Project would therefore minimize its effects substantially in conformance with SCAG MM-NOISE-1(b).

NOISE-2: Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

MM-NOISE-1(b).

MM-NOISE-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.

The Project would substantially conform to these mitigation measures with the implementation of mitigation measures and design features. The Project would include PDF-NOI-1, which prohibits pile driving or blasting at the Project Site during construction to eliminate vibration from these sources.

The Project would also include the following Mitigation Measure to reduce vibration impacts to off-site receptors during construction activities at the Project Site:

MM NOI-3: During Project construction the use of large, full-size mobile construction equipment, such as bulldozers, excavators, loaders, etc., shall be prohibited within 25 feet of the existing residential and commercial structures directly adjacent to the Project Site boundary. Instead, small-sized mobile equipment (e.g., Bobcats/skidsteers, compact or mini model versions of

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.	bulldozers, excavators, small loaders) shall be used for construction work that needs to take place within this distance to off-site structures during all phases of construction.
	• For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.	The City has determined that with incorporation of PDF- NOI-1 and implementation of mitigation measures MM- NOI-3, the Project would minimize its construction vibration effects. As a result, the City has determined that the Project's vibration impacts would be reduced to a less-than-significant level, and that the Project would therefore minimize its effects substantially in conformance with SCAG MM-NOISE-2(b).
	• For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.	
NOISE-3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	MM-NOISE-1(b).	The Project substantially conforms to this mitigation measure for the reasons stated above. Specifically, with compliance with City regulatory requirements, incorporation of PDF-NOI-1 through PDF-NOI-3, and implementation of mitigation measures MM-NOI-1 and MM-NOI-2, the Project would minimize its construction and operational noise effects.
NOISE-4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	MM-NOISE-1(b).	The Project substantially conforms to this mitigation measure as stated above.
NOISE-5: 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, result in the exposure of people residing or working in the project area to excessive noise levels.	No mitigation required.	No mitigation is required.

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NOISE-6: For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels.	No mitigation required.	No mitigation is required.
Population, Housing, and E	mployment	
PHE-1: Potential to 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).	MM-LU-1(b).	No mitigation is required. The Project would provide infill development within a currently developed urban setting. It would not add new infrastructure beyond that required to connect the Project to existing utility lines, and adjacent roadways. Therefore, the Project would not open new areas to development; or promote development in an area not otherwise expected to be developed.
		The Project's 432 residential units are estimated to result in an increase of the residential population of approximately 1,050 residents. As the Project would replace existing commercial and office uses with new commercial employment, the Project would result in a net increase of 33 employees. The Project's estimated housing, population, and employment growth would be within the estimated growth projections for 2023 (Project buildout year), and SCAG's 2040 growth projections based on the SCAG 2016 RTP/SCS, and would occur on a Project Site located within a HQTA and TPA.
PHE-2: Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.	MM-PHE-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	The Project Site is currently developed with office and commercial uses and does not contain any existing housing. Therefore, development of the Project would not displace any existing housing and would not require construction of replacement housing.
	• Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of	

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	impacts on housing and displacement of people.	
	• Prioritize the use existing ROWs, wherever feasible.	
	• Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.	
PHE-3:Potentialtodisplacesubstantialnumbersofpeople,people,necessitatingtheconstructionofreplacementhousingelsewhere.	MM-PHE-2(b).	No mitigation is required. The Project Site is currently developed with office and commercial uses and does not contain any existing residential uses.
Public Services		

PS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 fire protection and emergency response services.

MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).

MM-PS-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.
- During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b),

See above regarding, AES-1 through AES-4, AF-2 through AF-3, BIO-1 through BIO-3, CUL-1 through CUL-2, GEO-1, HYD-1 and below regarding USS-3, USS-4 and USS-6.

Mitigation is not required because Project impacts would be less than significant with the implementation of regulatory compliance measures. The Project would be subject to compliance with fire protection design standards, as necessary, per the California Building Code, California Fire Code, the City of Los Angeles Municipal Code and the Los Angeles Fire Department (LAFD), to ensure adequate fire protection.

Existing facilities are capable of providing acceptable response times for fire protection and emergency response services. Specifically, the Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles in this instance).

The Project Site is served by LAFD Station No. 89 approximately 1.3 miles from the Project Site and Fire Station No. 77, 1.9 miles from the Project Site. Additionally, the Project would be subject to the existing regulations in the City's Fire Code and LAMC related to emergency access. Thus, fire protection response with existing facilities is therefore considered adequate. Therefore, the Project would not require the need for

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	MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b)	new or physically altered governmental facilities.
	to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	Furthermore, a mere increase in demand for additional public safety services or increased response times is not an environmental impact that CEQA requires a project proponent to mitigate where, as is the case here, n expansion of existing facilities or service is required a all, much less the kind of the expansion that woul trigger a significant impact and therefore have to b mitigated. (City of Hayward v. Board of Trustees of th California State University (2015) 242 Cal. App. 4t 833, 843). lot that would likely be less than an acre i size.
PS-2: Potential to cause substantial adverse physical impacts associated with the	MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MMCUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).	See above regarding, AES 1 through AES-4, AF-2 through AF-3, BIO-1 through BIO-3, CUL-1 through CUL-2, GEO-1, HYD-1, and below regarding USS-3 USS-4 and USS-6.
provision of new or physically altered governmental facilities, 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 public protective security services.	 MM-PS-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including: Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description. 	The Project's impacts would be less than significan Nevertheless the Project substantially conforms to thi mitigation measure because the Project is not expecte to result in a substantial increase in demand for additional police protection services that would requir the addition of a new police facility or the expansion consolidation, or relocation of an existing police statio to maintain service ratios. In addition, existing facilitie are capable of providing acceptable response times for police protection, and the PDs listed above, are equall effective in mitigating any potential impacts to a less than significant level. The Project Site is currentl served by the Los Angeles Police Department (LAPD Foothill Community Police Station. The Project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting of entryways and public areas. The Project would feature the following:
	provide fair share contributions towards infrastructure improvements and/or	On-site security personnel;Security cameras;
	 During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES- 4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), 	 Perimeter lighting to supplement the street lightin and to provide increased visibility and security; Parking structure access control; and

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b)	Residential units access control.
	to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions	The following Project Design Features are proposed with regard to police protection:
	traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	PDF PS-1 : A construction fence shall be constructed around the Project Site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
		PDF PS-2 : Prior to the occupancy of the Project, the Applicant shall provide the Foothill Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.
		Furthermore, as the court concluded, the need for additional public safety services is not an environmental impact that CEQA requires a project proponent to mitigate. (City of Hayward v. Board of Trustees of the California State University (2015) 242 Cal. App. 4th 833, 843)
PS-3: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 schools services.	MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).	See above regarding, AES 1 through AES-4, AF-2 through AF-3, BIO-1 through BIO-3, CUL-1 through CUL-2, GEO-1, HYD-2, and below regarding USS-3, USS-4 and USS-6.
	MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from 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 that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:	The Project is subject to the following existing regulation that avoids or reduces the significant effects from 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 that are within the jurisdiction and responsibility of school districts and local jurisdictions: In accordance with the Greene Act of 1998, the Applicant will pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
	• Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	
	• During project-level review of government facilities projects, require	

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	implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	
Recreation		
REC-1: Potential to	MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA	No mitigation is required.
increase the use of existing neighborhood and regional parks or other recreational	Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies.	The Project would provide 84,600 square feet of credited open space and would be compliant with open space requirements.
facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	The Project applicant would be responsible for meeting any parkland fee requirements pursuant to the Quimby Act and in accordance with mandates set forth in Los Angeles Municipal Code Section 17.12 and 12.33.applicable LAMC requirements, as necessary.
	• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.	
	• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:	
	• Increasing the accessibility to natural areas for outdoor recreation.	
	 Promoting infill development and redevelopment to revitalize existing communities. 	
	 Utilizing "green" development techniques. 	
	• Promoting water-efficient land use and development.	
	• Encouraging multiple uses.	
	o Including trail systems and trail segments in General Plan recreation standards.	

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	• Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA.	
	 Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF- 2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL- 2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD- 1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	
REC-2: Potential to include recreational facilities or require the construction or expansion of recreational	MM-REC-1(b).	No mitigation is required. The Project would provide 84,600 square feet of credited open space and would be compliant with open space requirements.
facilities which might have an adverse physical effect on the environment.		These recreational amenities including a courtyard, community room, recreation room, open space areas, a pool, spa, seating area, barbecue area, playground, lounge, and landscaping, and private balconies would help relieve stress on the City's existing park and recreational system. The Project does not include, nor would it necessitate, a park or public recreational facility component, the construction of which could have an adverse environmental impact.
Transportation		
TRA-1: Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of	MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as	The Project already substantially conforms to this mitigation measure. A CEQA Thresholds Transportation Memorandum was prepared by for the Project by Gibson Transportation Consulting, Inc. dated June 12, 2020 and provided in Appendix K of this SCEA. The analysis is based on LADOT Transportation Assessment Guidelines (TAG) and Appendix G of the CEQA Guidelines from the State of California Governor's Office of Planning and Research. This analysis complies with the City's

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transportation including mass transit and nonmotorized 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.

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applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Fund capital improvement projects to accommodate future traffic demand in the area.
- Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:
 - Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement;
 - Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document);
 - Signage and striping onsite to encourage bike safety, Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials;
 - Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan;
 - o Direct transit sales or subsidized transit passes, Guaranteed ride home program;
 - Pre-tax commuter benefits (checks);
 - o On-site car-sharing program (such as City Car Share, Zip Car, etc.);
 - On-site carpooling program;
 - o Distribution of information concerning alternative transportation options;
 - Parking spaces sold/leased separately; and
 - Parking management strategies, including attendant/valet parking and shared parking spaces.
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to

latest guidelines requiring any development projects that may not be fully entitled prior to July 1, 2020 to be evaluated for transportation impacts in compliance with the CEQA Guidelines in its implementation of Senate Bill 743 which are identified in the TAG. Specifically, CEQA guidelines Section 15064.3 establishes Vehicle Miles Travels (VMT) as the most appropriate measure of transportation impacts.

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive nonvehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

The TAG also identifies "non-CEQA" transportation issues, which include: 1) pedestrian, bicycle, and transit facilities; 2) project access, safety, and circulation; 3) construction traffic; and 4) residential street cut-through analysis. The analyses of these "non-CEQA" issues are not required by CEQA.

Former LOS-based metrics that evaluated automobile congestion are no longer considered significant environmental impacts in accordance with CEQA Guidelines Section 15064.3.

The following Project Design Features would be implemented as part of the Project:

PDF TRAF-1

TDM Program. The Project shall develop and implement a TDM program to promote non-auto travel, and reduce the use of single-occupant vehicle trips. The TDM program would be subject to review and approval by the City (Department of City Planning and LADOT). The strategies in the TDM program would include, but are not necessarily limited to, the following:

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	accommodate vans used for ride- sharing, and designating adequate passenge loading and unloading and waiting areas.	 Educational Programs/On-Site Coordinator. A TDM coordinator would be required to be particular.
	• Encourage bicycling to transit facilities by providing additional bicycle parking locker facilities, and bike lane access to transit facilities when feasible.	, of the building management staff that woul reach out to employers and employees directl
	 Encourage the use of public transit systems by enhancing safety and cleanliness of vehicles and in and around stations, providing shuttle service to public transit offering public transit incentives and providing public education and publicity about public transportation services. 	 Transportation Information Center/Kiosk. The Transportation Information Center would be centrally-located commuter information center
	 Encourage bicycling and walking by incorporating bicycle lanes into street system in regional transportation plans, new subdivisions, and large developments, creatin bicycle lanes and walking paths directed to the location of schools and other logica points of destination and provide adequate bicycle parking, and encouragin commercial projects to include facilities on-site to encourage employees to bicycle or walk to work. 	g regarding commute programs, and individua can obtain real-time information for plannin travel without using an automobile.
	 Build or fund a major transit stop within or near transit development upo consultation with applicable CTCs. 	n and bicycle and pedestrian plans.
	• Work with the school districts to improve pedestrian and bike access to schools an to restore or expand school bus service using lower- emitting vehicles.	 Project Design Features to Promote Bicyclin and Walking. The Project would incorpora features for bicyclists and pedestrians, such
	• Provide information on alternative transportation options for consumers, resident tenants and employees to reduce transportation-related emissions.	s, exclusive access points, secured bicyc parking facilities. Pedestrian improvemer
	 Educate consumers, residents, tenants and the public about options for reducin motor vehicle-related greenhouse gas emissions. Include information on tri reduction; trip linking; vehicle performance and efficiency (e.g., keeping tire inflated); and low or zero-emission vehicles. 	p facilities Additionally the Project Site wou
	• Purchase, or create incentives for purchasing, low or zero-emission vehicles.	Bikeway Improvements. The Project wou
	• Create local "light vehicle" networks, such as neighborhood electric vehicle systems	contribute funding toward the implementation
	• Enforce and follow limits idling time for commercial vehicles, including deliver and construction vehicles.	y of bicycle improvements within the Stu- Area under the 2010 Bicycle Plan a Mobility Plan.
	• Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.	 Reduced Parking Supply: Reduced parking
	 Reduce VMT-related emissions by encouraging the use of public transit throug adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide othe incentives. 	e additional parking reductions mechanisu
	Project Selection:	PDF TRAF-2: Mobility Improvement Program: T
	o Give priority to transportation projects that would contribute to a reduction i	ⁿ mobility improvement plan for the Project would inclu

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	vehicle miles traveled per capita, while maintaining economic vitality and	d the following improvements:
	 sustainability. Separate sidewalks whenever possible, on both sides of all new stree improvement projects, except where there are severe topographic or natura resource constraints. 	
	• Public Involvement:	• 4. Webb Avenue & Roscoe Boulevard
	 Carry out a comprehensive public involvement and input process that provide information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. 	y o Q Vineland Avanua & Stratharn Straat
	• Transit and Multimodal Impact Fees:	The Project would install continental (high visibility
	 Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. 	
	 Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. 	d reduce the number of vehicles encroaching into the crosswalk.
	• System Monitoring:	• Installation and Maintenance of Sidewalks: One key
	 Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. 	without ADA compliant sidewalks. The north sid
	Arterial Traffic Management:	of Strathern Street between Lankershim Boulevar and Irvine Avenue requires sidewalk installation an
	 Modify arterial roadways to allow more efficient bus operation, including bu lanes and signal priority/preemption where necessary. 	s maintenance to complete the pedestrian connection The Project would improve this segment of Strather
	Signal Synchronization:	Street to include widening, paving, and clearl marking sidewalk and curb space.
	 Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. 	• Installation of Bus Stop Shelters: The bus stop
	• HOV Lanes:	would be improved with the installation of a bu-
	 Encourage the construction of high-occupancy vehicle (HOV) lanes or simila mechanisms whenever necessary to relieve congestion and reduce emissions. 	benches and transit signage.
	• Delivery Schedules:	 Installation of Bus Stop Benches: The bus sto located on the east side of Lankershir
	 Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off- peak hours in high traffic areas, Implement and supporting trip reduction programs. 	Boulevard south of Strathern Street (Intersection #7), which serves Metro Local 224 and Loca 353, would be improved with the installation of a bus stop bench. The bus stop currently only provides transit signage.
	• Support bicycle use as a mode of transportation by enhancing infrastructure to	

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	accommodate bicycles and riders, and providing incentives.	PDF TRAF-3: TSM Improvements. The Project would
	• Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.	fund TSM improvements within the Study Area to bette facilitate vehicle and pedestrian operations. The TSM improvements would target the Lankershim Boulevard corridor. Based on consultation with LADOT, the
	Bicycle and Pedestrian Trails:	following TSM improvements would be implemented:
	 Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. 	 Upgrade existing traffic signal controller cabinets to Type 351/2/6/7 cabinets 5. Lankershim Boulevard & Roscoe
	 Bicycle Safety Program: 	Boulevard/Tuxford Street
	 Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency 	• 7. Lankershim Boulevard & Webb Avenue & Strathern Street
	maneuvers.	• 10. Lankershim Boulevard & Stagg Street
	Bicycle and Pedestrian Project Funding:	• 11. Lankershim Boulevard & Saticoy Street
	• Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.	• Replacement of existing video fibers with a 24- strand signal mode fiber cable
	• Bicycle Parking:	• 7. Lankershim Boulevard & Webb Avenue &
	 Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). 	 Strathern Street Upgrade existing pedestrian push buttons to accessible pedestrian signals o 5. Lankershim Boulevard & Roscoe
	• Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:	Boulevard/Tuxford Street
	• Reduce the available parking spaces for private vehicles while increasing	• 7. Lankershim Boulevard & Webb Avenue & Strathern Street
	parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;	o 10. Lankershim Boulevard & Stagg Street
	• Eliminate or reduce minimum parking requirements for new buildings;	o 11. Lankershim Boulevard & Saticoy Street
	• "Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);	PDF TRAF-4: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:
	• Use parking pricing to discourage private vehicle use, especially at peak times;	
	• Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;	 Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
	• Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;	• Safety precautions for pedestrians and bicyclists through such measures as alternate routing and
	o Encourage shared parking programs in mixed-use and transit-oriented	protection barriers shall be implemented as

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	development areas.	appropriate.
	• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:	trips, etc., so as to occur outside the commuter pea
	 Promote the use of peripheral parking by increasing on- site parking rates and offering reduced rates for peripheral parking; 	hours to the extent feasible.Installation of appropriate traffic signs around the
	• Encourage special event center operators to advertise and offer discounted transit passes with event tickets;	Project Site to ensure pedestrian, bicycle, ar vehicle safety.
	 Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on- site parking; 	• No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as condition of an approved haul route.
	 Promote the use of bicycles by providing space for the operation of valet bicycle parking service. 	• Spacing of trucks so as to discourage a convo effect.
	Parking "Cash-out" Program:	• Installation of truck crossing signs within 300 feet the exit of the Project Site in each direction.
	• Require new office developments with more than 50 employees to offer a Parking "Cash-out" Program to discourage private vehicle use.	 Sufficient dampening of the construction area control dust caused by grading and hauling and
	Pedestrian and Bicycle Promotion:	reasonable control at all times of dust caused
	 Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage 	wind.
	pedestrian and bicycle modes of transportation.	 Securing of loads by trimming and watering covering to prevent the spilling or blowing of t
	• Fleet Replacement:	earth material.
	• Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline	• Cleaning of trucks and loads at the export site prevent blowing dirt and spilling of loose earth.
	hybrid and alternative fuel or electric models.	• Maintenance of a log documenting the dates hauling and the number of trips (i.e., trucks) per data available on the job site at all times.
		• Identification of a construction manager as provision of a telephone number for any inquiries complaints from residents regarding constructivactivities. The telephone number shall be posted the site readily visible to any interested party during site preparation, grading and construction.
		As discussed in the CEQA Thresholds Transportation Memorandum prepared for the Project, without application of any TDM strategies, the Project wout generate average household VMT per capita of 7.6, the falling below the North Valley APC significant threshold (0.2 household VMT per capita). Therefore

threshold (9.2 household VMT per capita). Therefore,

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		implementation of TDM strategies as either project design features or mitigation is not required for the Project.
		However, the Project would continue to implement Project Design Features identified above that would further reduce Project VMT including the implementation of a comprehensive TDM program to reduce single occupancy vehicle trips to and from the Project Site, contributions toward TSM improvements to better facilitate pedestrian operations, and off-site mobility improvements to encourage non-auto travel.
TRA-2: Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways	MM-TRA-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:	As described in the MM-TRA-2(b), this mitigation measure is applicable if the Lead Agency has identified that a project has the potential for significant effects related to congestion management. The County of Los Angeles opted out of the Congestion Management Program (CMP) in 2019, and therefore there is no CMP that applies to the project. Nevertheless, to reduce any potential impacts related to construction and operation, Project specific project design features PDF TRAF-1, PDF TRAF-2, PDF TRAF-3, and PDF TRAF-4, described above would be incorporated.
	• Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:	
	• Advocate for a regional, market-based system to price or charge for auto trips during peak hours.	
	• Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.	
	• Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.	
	• Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient	

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	locations accessible by public transportation.	
	 Reduce VHDs, especially daily heavy-duty truck vehicle hours of de goods movement capacity enhancements, system management, rideshare and work-at-home opportunities to reduce demar transportation system, investments in non-motorized transportation, the benefits of the land use-transportation connection and key tra- investments targeted to reduce heavy-duty truck delay. 	, increasing nd on the maximizing
	• Determine traffic management strategies to reduce, to the maximum ext traffic congestion and the effects of parking demand by construction wo construction of this project and other nearby projects that could be sin under construction. Develop a construction management plan that following items and requirements, if determined feasible and applicable Agency:	rkers during nultaneously include the
	 A set of comprehensive traffic control measures, including scheduli truck trips and deliveries to avoid peak traffic hours, detour signs lane closure procedures, signs, cones for drivers, and designated access routes. 	if required,
	 Notification procedures for adjacent property owners and public safe regarding when major deliveries, detours, and lane closures will occu 	
	 Location of construction staging areas for materials, equipment, and an approved location. 	d vehicles at
	 A process for responding to, and tracking, complaints pertaining to a activity, including identification of an onsite complaint manager. T shall determine the cause of the complaints and shall take promy correct the problem. The Lead Agency shall be informed who the prior to the issuance of the first permit. 	The manager pt action to
	• Provision for accommodation of pedestrian flow.	
	 As necessary, provision for parking management and spaces for all workers to ensure that construction workers do not park in on street s 	
	 Any damage to the street caused by heavy equipment, or as a reconstruction, shall be repaired, at the project sponsor's expense., week of the occurrence of the damage (or excessive wear), un damage/excessive wear may continue; in such case, repair shall oc issuance of a final inspection of the building permit. All damage that to public health or safety shall be repaired immediately. The strestored to its condition prior to the new construction as established Agency (or other appropriate government agency) and/or photo doc at the sponsor's expense, before the issuance of a Certificate of Occur 	within one aless further occur prior to at is a threat eet shall be by the Lead cumentation,
	• Any heavy equipment brought to the construction site shall be tra	insported by

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	truck, where feasible.	
	• No materials or equipment shall be stored on the traveled roadway at any tin	ne.
	 Prior to construction, a portable toilet facility and a debris box shall be inst on the site, and properly maintained through project completion. 	talled
	• All equipment shall be equipped with mufflers.	
	 Prior to the end of each work-day during construction, the contractor contractors shall pick up and properly dispose of all litter resulting fro related to the project, whether located on the property, within the public ri of-way, or properties of adjacent or nearby neighbors. 	m or
	 Promote "least polluting" ways to connect people and goods to destinations. 	their
	 Create an interconnected transportation system that allows a shift in travel private passenger vehicles to alternative modes, including public transit, sharing, car sharing, bicycling and walking, by incorporating the followin determined feasible and applicable by the Lead Agency: 	ride
	 Ensure transportation centers are multi-modal to allow transportation mod intersect. 	les to
	 Provide adequate and affordable public transportation choices, inclu expanded bus routes and service, as well as other transit choices such as shu light rail, and rail. 	
	• To the extent feasible, extend service and hours of operation to underse arterials and population centers or destinations such as colleges.	erved
	 Focus transit resources on high-volume corridors and high-boarding destina such as colleges, employment centers and regional destinations. 	ations
	 Coordinate schedules and routes across service lines with neighboring tr authorities. 	ransit
	 Support programs to provide "station cars" for short trips to and from the nodes (e.g., neighborhood electric vehicles). 	ransit
	 Study the feasibility of providing free transit to areas with residential densiti 15 dwelling units per acre or more, including options such as removing se from less dense, underutilized areas to do so. 	
	 Employ transit-preferential measures, such as signal priority and bypass I Where compatible with adjacent land use designations, right-of-way acquis or parking removal may occur to accommodate transit-preferential measur improve access to transit. The use of access management shall be conside where needed to reduce conflicts between transit vehicles and other vehicles 	sition res or dered
	• Provide safe and convenient access for pedestrians and bicyclists to, across	s, and

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	along major transit priority streets.	
	• Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.	
	• Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:	
	• Ensure transit stops and bus lanes are safe, convenient, clean and efficient.	
	 Ensure transit stops have clearly marked street-level designation, and are accessible. 	
	• Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.	
	 Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one half mile. 	
	 Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: 	
	 Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. 	
	 Implement "Smart Bus" technology, using GPS and electronic displays at transit stops to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). 	
	• Investigate the feasibility of an on-line trip-planning program.	
	• Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:	
	 Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. 	
	 Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. 	
	• Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:	
	• Designate a certain percentage of parking spaces for ride-sharing vehicles.	
	 Designate adequate passenger loading, unloading, and waiting areas for ride- sharing vehicles. 	

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	• Provide a web site or message board for coordinating shared rides.	
	 Encourage private, for-profit community car-sharing, including parking spac for car share vehicles at convenient locations accessible by public transit. 	es
	 Hire or designate a rideshare coordinator to develop and implement rideshari programs. 	ng
	• Support voluntary, employer-based trip reduction programs, if determined feasib and applicable by the Lead Agency, including:	le
	• Provide assistance to regional and local ridesharing organizations.	
	 Advocate for legislation to maintain and expand incentives for employ ridesharing programs. 	er
	 Require the development of Transportation Management Associations for lar employers and commercial/ industrial complexes. 	ge
	 Provide public recognition of effective programs through awards, top ten lis and other mechanisms. 	ts,
	• Implement a "guaranteed ride home" program for those who commute by pub transit, ride-sharing, or other modes of transportation, and encourage employers subscribe to or support the program.	
	 Encourage and utilize shuttles to serve neighborhoods, employment centers a major destinations. 	nd
	• Create a free or low-cost local area shuttle system that includes a fixed route popular tourist destinations or shopping and business centers.	to
	• Work with existing shuttle service providers to coordinate their services.	
	 Facilitate employment opportunities that minimize the need for private vehicle trip including: 	08,
	 Amend zoning ordinances and the Development Code to include live/work sit and satellite work centers in appropriate locations. 	es
	 Encourage telecommuting options with new and existing employers, throu project review and incentives, as appropriate. 	gh
	 Enforce state idling laws for commercial vehicles, including delivery as construction vehicles. 	nd
	• Organize events and workshops to promote GHG-reducing activities.	
	 Implement a Parking Management Program to discourage private vehicle us including: 	se,
	 Encouraging carpools and vanpools with preferential parking and a reduc parking fee. 	ed

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	• Institute a parking cash-out program.	
	• Renegotiate employee contracts, where possible, to eliminate parking subsidies.	
	• Install on-street parking meters with fee structures designed to discourage private vehicle use.	
	• Establish a parking fee for all single-occupant vehicles.	
	• Work with school districts to improve pedestrian and bicycle to schools and restore school bus service.	
	• Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.	
	• Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.	
	• Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.	
	• Synchronize traffic signals to reduce congestion and air quality.	
	• Work with community groups and business associations to organize and publicize walking tours and bicycle events.	
	• Support legislative efforts to increase funding for local street repair.	
TRA-3: Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.	No mitigation required.	No mitigation is required.
TRA-4: Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).	No mitigation required.	No mitigation is required.
TRA-5: Potential to	MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA	The Project's impacts would be less than significant as a

TRA-5: Potential to **MM-TRA-5(b):** Consistent with the provisions of Section 15091 of the State CEQA The Project's impacts would be less than significant as a result in inadequate Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing result of the implementation of regulatory compliance

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emergency access.

impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
 - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
 - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
 - o Scheduling of truck trips outside of peak morning and evening commute hours.
 - o Limiting of lane closures during peak hours to the extent possible.
 - Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
 - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
 - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
 - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.

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measures. Nevertheless the Project substantially conforms to this mitigation measure, because emergency access to the Project site would be provided by the existing street system, and the Project is designed and would be constructed in accordance with LAMC requirements to ensure proper emergency access. In addition, the Project includes PDF TRAF-4 which includes a construction staging and traffic control plan. These Mitigation Measures would be submitted for review and approval by LADOT prior to the issuance of any construction permits. In addition, the Applicant will submit a parking and driveway plan for review by the Los Angeles Fire Department (LAFD), the Bureau of Engineering (BOE), and the Los Angeles Department of Transportation (LADOT) to ensure compliance with all applicable code-required site access and circulation requirements as well as code-required emergency access. Additionally, the LAFD would require the Project Applicant to prepare an emergency response plan that would address the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and locations of nearest hospitals and fire departments.

Moreover, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lane of opposing traffic.

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	• Storage of construction materials only in designated areas.	
	• Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.	
	• Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.	
	• Enhance emergency preparedness awareness among public agencies and with the public at large.	
	• Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:	
	• Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.	
	• Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.	
	• Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.	
TRA-6: Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No mitigation required.	No mitigation required.
Utilities and Service System	S	
USS-1: Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	No mitigation required.	No mitigation is required.
USS-2: Potential to require or result in construction of new	No mitigation required.	No mitigation is required. Project analysis ha demonstrated that the net increase of wastewater from the Proposed Project would not significantly impact the

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	Hyperion Water Treatment Plan and no new or expanded entitlements for wastewater treatment would be required.
MM-HYD-5(b).	The Project substantially conforms to these mitigation
MM-USS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.	measures. Construction of the Project would comply with applicable NPDES and City requirements including those requiring the preparation of a Project-specific SWPPP. In addition, the Project would be designed to comply with the City of Los Angeles's Low Impact Development (LID) design standard.
Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.	
 MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency: Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plonting (variceping) using weather based irrigation systems advantation. 	The Project's impacts would be less than significant. Nevertheless the Project substantially conforms to this mitigation measure because the City has determined that the projected water supply available during normal, single-dry water years as included in the 25-year projection contained in its adopted 2015 Urban Water Management Plan can accommodate the projected water demand associated with the Project, in addition to the existing and planned future development. The analysis estimates that the Project would consume approximately 85,624 gpd, or 95.9 acre-feet per year (afy), Based on LADWP's 2015 Urban Water Management Plan, projected water demand for the City would be met
	 MM-HYD-5(b). MM-USS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan. Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities. MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other L

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	 Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code. Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation. 	Therefore, the Project would not be anticipated to require new or expanded water entitlements. It is estimated the Project will demand a total net increase of approximately 95.9 afy] of water. The Project's increase in water demand would fall within the available and projected water supplies reported in the 2015 UWMP for the City for 2040 (675,700 afy) and would constitute less than 0.01 percent of the City's projected 2040 water supply. Entitlements for water supply would be required. The Project would emphasize water conservation, which would be achieved through the use of energy star appliances and low flow plumbing fixtures.
	• Avoid designs that require continual dewatering where feasible.	
	• Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.	
USS-5: 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 commitments.	No mitigation required.	No mitigation is required.
USS-6: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless the Project substantially conforms to this mitigation measure because the Project would comply with the City of Los Angeles Green Building Code, which requires the recycling and/or salvaging of 65 percent of non-hazardous construction and demolition waste. Construction and Demolition materials would be conveyed pursuant to the City's Waste Hauler Permit Program (Ordinance 181519),

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	identified by the Lead Agency:	effective January 1, 2011. Under this Ordinance, al
	• Integrate green building measures consistent with CALGreen (California Buildi Code Title 24) into project design including, but not limited to the following:	private waste haulers collecting solid waste within the City, including C&D waste, are required to obtain Assembly Bill 939 (AB 939) Compliance Permits and to
	 Reuse and minimization of construction and demolition (C&D) debris a diversion of C&D waste from landfills to recycling facilities. 	
	• Inclusion of a waste management plan that promotes maximum C&D diversion	l.
	 Source reduction through (1) use of materials that are more durable and easier repair and maintain, (2) design to generate less scrap material throu dimensional planning, (3) increased recycled content, (4) use of reclaim materials, and (5) use of structural materials in a dual role as finish mater (e.g., stained concrete flooring, unfinished ceilings, etc.). 	gh ed
	• Reuse of existing structure and shell in renovation projects.	
	• Design for deconstruction without compromising safety.	
	 Design for flexibility through the use of moveable walls, raised floors, modu furniture, moveable task lighting and other reusable building components. 	lar
	• Development of indoor recycling program and space.	
	 Discourage the siting of new landfills unless all other waste reduction a prevention actions have been fully explored. If landfill siting or expansion necessary, site landfills with an adequate landfill-owned, undeveloped la buffer to minimize the potential adverse impacts of the landfill in neighboric communities. 	is nd
	 Locally generated waste should be disposed of regionally, considering distar to disposal site. Encourage disposal near where the waste originates as much possible. Promote green technologies for long-distance transport of waste (e. clean engines and clean locomotives or electric rail for waste-by-rail dispo systems) and consistency with SCAQMD and 2016 RTP/SCS policies can a should be required. 	as g., sal
	• Encourage waste reduction goals and practices and look for opportunities voluntary actions to exceed the 50 percent waste diversion target.	lor -
	 Encourage the development of local markets for waste prevention, reduction and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. 	
	 Develop ordinances that promote waste prevention and recycling activities su as: requiring waste prevention and recycling efforts at all large events a venues; implementing recycled content procurement programs; and develop opportunities to divert food waste away from landfills and toward food bar and composting facilities. 	nd ng

Торіс	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Project
	 Develop alternative waste management strategies such as composting, recycli and conversion technologies. 	ng,
	 Develop and site composting, recycling, and conversion technology facility that have minimum environmental and health impacts. 	ies
	• Require the reuse and recycle construction and demolition waste (including, not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	but
	 Integrate reuse and recycling into residential industrial, institutional a commercial projects. 	and
	• Provide recycling opportunities for residents, the public, and tenant businesses	
	 Provide education and publicity about reducing waste and available recycl services. 	ing
	 Continue to adopt programs to comply with state solid waste diversion r mandates and, where possible, encourage further recycling to exceed these rate 	
	 Implement or expand city or county-wide recycling and composting progra for residents and businesses. This could include extending the types of recycl services offered (e.g., to include food and green waste recycling) and provid public education and publicity about recycling services. 	ing
USS-7: Potential to comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation required.	No mitigation is required.

SECTION 5

SCEA Initial Study Checklist

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE	
Department of City Planning	6	8/27/20	
RESPONSIBLE AGENCIES City of Los Angeles Department of City Planning			
PROJECT TITLE/NO. 7940 Lankershim Boulevard	CASE NO. ENV-2019-808-SCEA CPC-2019-807-ZCJ-HD-N		
PREVIOUS ACTIONS CASE NO.	 DOES have significant changes from previous actions. DOES NOT have significant changes from previous actions. 		

PROJECT DESCRIPTION:

The Project Site is an irregular-shaped parcel bordered by North Lankershim Boulevard to the west and West Strathern Street to the north. To the immediate east of the Project Site are single-family residential uses and Blythe Street, which dead ends at the east end of the Project Site. Two commercial properties are currently located on the Project Site which includes a one-story commercial building, a one-story office building, and associated surface parking and storage areas. The Project would demolish the existing structures to construct the Project.

The Project proposes the development of a seven-story mixed-use development consisting of 432 multifamily residential units and approximately 22,000 square feet of ground floor commercial uses. The Project would be approximately 87 feet in height and would include a total square footage of approximately 678,328 square feet (sf) and a Floor Area Ratio (FAR) of 3.32:1. The residential units would include 72 one-bedroom units, 180 two-bedroom units, and 180 three-bedroom units. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households and Very Low Income Households. Of these, five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Very Low Income Households.

Up to 541 parking spaces (432 residential and 109 commercial parking spaces) would be provided in structured parking located within one subterranean level and one above-ground level. All parking would be fully enclosed and screened from public view. The Project would provide 224 bicycle spaces in the structured parking (30 short term bicycle spaces and 194 long term bicycle spaces).

Open space areas and amenities for residents would be include a central courtyard that would be landscaped and open to the sky. Other amenities would include a community room, recreational room, swimming pool and spa area, pet park, and private balconies.

ENVIRONMENTAL SETTING:

The Project Site is within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan area. The Project Site is bounded by North Lankershim Boulevard to the west and West Strathern Street to the north. The Project Site is in a fully developed, urbanized location surrounded by a mix of land uses, including commercial, residential, industrial, office, and institutional uses.

PROJECT LOCATION:

The Project Site is bounded by North Lankershim Boulevard to the west and West Strathern Street to the north. The Project Site is surrounded by a mix of land uses, including commercial, residential, industrial, office, and school uses. Immediately northwest of the Project Site at the corner of North Lankershim Boulevard and West Strathern Street is a fast food restaurant. Further north along Lankershim Boulevard are various automotive, restaurant, and retail uses. Also to the north of the Project Site, along the opposite northern side of Strathern Street are single-family uses. To the west, along North Lankershim Boulevard are automotive and restaurant, and other commercial uses. Further west, land uses transition to residential uses. To the east, the adjoining parcels are developed for residential uses. Further to the east is Arminta Street Early Education Center. Immediately to south of the Project Site are single-family residential and automotive uses (Schiro's Collision Repairs). Further to the south is Arminta Street and various residential uses, commercial and automotive uses.

The Project is located approximately 0.80 miles south of Interstate 5 (I-5) and 1.2 miles west of State Route 170 (SR 170). The Project Site is also within the vicinity of the major thoroughfares of Vineland Avenue/Sunland Boulevard to the east, Saticoy Street to the South, and Laurel Canyon Boulevard to the west. The Project is 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line.

PLANNING DISTRICT		STATUS:
Sun Valley-La Tuna Canyon Communit	PRELIMINARY	
	PROPOSED	
		ADOPTED
EXISTING LAND USE & ZONE	MAX. DENSITY ZONING	DOES CONFORM
Community Commercial	FAR of 3:1	TO PLAN
C2-1VL	C2-1VL: 1 dwelling unit/400 square	
R1-1	feet	
	R1-1: 1 dwelling unit/5,000 square feet	
PLANNED LAND USE & ZONE MAX. DENSITY PLAN		DOES NOT
Community Commercial	1 dwelling unit / 400 square feet	CONFORM TO PLAN
RAS4-1-CUGU		
SURROUNDING LAND USES	PROJECT DENSITY	NO DISTRICT
See Section 2, Project Description	1 dwelling unit / 473 square feet	PLAN
NAME OF PERSON PREPARING	TITLE	
THIS FORM	City Planning Associate	
Lilian Rubio		
TELEPHONE NUMBER	ADDRESS	
213-978-1840	200 North Spring Street, 7th Floor	
,	Los Angeles, CA 90012	
	TITLE	1
Hickin Hendrida	Senior City Planner	
Nicouri rendrida		ļ
SIGNATURE (OFFICAL)	DATE 8/27/20	

C DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

□ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

⊠ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant effects of the Project.

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SIGNATURE

Lilian Rubio, City Planning Associate

NAME

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

- 7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

Aesthetics		Hazards & Hazardous Materials	Public Services
Agriculture and Forestry Resources		Hydrology/Water Quality	Recreation
Air Quality		Land Use/Planning	Transportation/Traffic
Biological Resources		Mineral Resources	Tribal Cultural Resources
Cultural Resources	\square	Noise	Utilities/Service Systems
Geology/Soils		Population/Housing	Mandatory Findings of Significance

Greenhouse Gas Emissions

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ BACKGROUND

PROPONENT NAME	PHONE NUMBER
Lankershim Crossing, LLC	(747) 247-2770
BROBONENE (BBBBBB	

PROPONENT ADDRESS

23622 Calabasas Rd., Suite 121, Calabasas, CA 91302

AGENCY REQUIRING CHECKLIST Department of City Planning

DATE SUBMITTED 8/27/20

PROPOSAL NAME (If Applicable)

7940 Lankershim Boulevard Project

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?			\boxtimes	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?			\boxtimes	
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			\boxtimes	
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				\boxtimes
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				\boxtimes
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d. Result in the loss of forest land or conversion of forest land to non-forest use?				\boxtimes
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?				
3. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			\boxtimes	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non- attainment under an applicable federal or state ambient air quality standard?				
c. Expose sensitive receptors to substantial pollutant concentrations?			\boxtimes	
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				
4. 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?				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
c. Have a substantial adverse effect state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?			\boxtimes	
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?				\square
5. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource pursuant to § 15064.5?				\boxtimes
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?			\square	
c. Disturb any human remains, including those interred outside of formal cemeteries?			\boxtimes	
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			\boxtimes	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			\boxtimes	
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.				
ii. Strong seismic ground shaking?			\boxtimes	
iii. Seismic-related ground failure, including liquefaction?			\boxtimes	
iv. Landslides?				\boxtimes
b. Result in substantial soil erosion or the loss of topsoil?			\boxtimes	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			\boxtimes	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			\square	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			\boxtimes	
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			\square	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			\boxtimes	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			\boxtimes	
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 caused in whole or in part by the project's exacerbation of existing environmental conditions?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			\boxtimes	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				\boxtimes
10. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			\boxtimes	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			\boxtimes	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			\boxtimes	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv) Impede or redirect flood flows?				\boxtimes
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			\boxtimes	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			\boxtimes	
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				\boxtimes
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			\square	
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?			\square	
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b. Generation of excessive groundborne vibration or groundborne noise levels?		\boxtimes		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			\boxtimes	
b. Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?				
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?			\boxtimes	
b. Police protection?			\boxtimes	
c. Schools?			\boxtimes	
d. Parks?			\boxtimes	
e. Other governmental services?			\boxtimes	
16. 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?			\boxtimes	
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?				
17. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			\boxtimes	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			\boxtimes	
c. Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			\square	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in inadequate emergency access?			\boxtimes	
18. 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)?				
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				
19. UTILITIES. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?				
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			\square	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			\boxtimes	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				\boxtimes
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				\square
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b. Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).				
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?		\boxtimes		

✤ DISCUSSION OF THE ENVIR	ONMENTAL EVALUATION	(Attach additional s	sheets if
necessary)			

PREPARED BY	TITLE	TELEPHONE # (213)-978-1840	DATE
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SECTION 6

Sustainable Communities Environmental Analysis

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist as adjusted for use as a Sustainable Communities Environmental Assessment (SCEA) pursuant to Public Resources Code (PRC) Sections 21155.2(b) and 21159.28. This analysis assumes all applicable mitigation measures (MMs) from the RTP/SCS are incorporated. Where applicable, project specific project design features (PDFs) and/or MMs are identified in the analysis to help reduce or avoid significant impacts on the environment.

6.1 Aesthetics

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas (TPAs). Public Resources Code Section 21099 (a)(7) defines a TPA as an area located within 0.5 miles (2,640 feet) of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." As defined in Public Resources Code Section 21064.3, a major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.¹

PRC Section 21099(d)(1) states that a project's aesthetic impacts shall not be considered a significant impact on the environment if:

- 1. The project is a residential, mixed-use residential or employment center project, and
- 2. The project is located on an infill site within a transit priority area.

Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources." Section 21099(d)(2)(B). As the Project is not located within a state designated scenic highway and does not contain and is not in the near vicinity of any historic resources, the Project would have a

¹ The City of Los Angeles defines Peak Periods to be between 6:00 to 9:00 a.m. and 3:00 to 7:00 p.m. https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf.

significant impact on cultural or historic resources, including existing scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural features within a state-designated scenic highway. The Project's potential impacts on cultural and historic resources are discussed in more detail in Section 6.5, *Cultural Resources*, below. Therefore, no mitigation is required with respect potential aesthetic impacts on cultural or historic resources. Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 states that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered a significant impact for infill projects within TPA pursuant to CEQA. The City of Los Angeles Zoning Information File ZI No. 2452 also notes that the limitation of aesthetic impacts pursuant to PRC Section 21099 does not include impacts to historic or cultural resources. Therefore, under ZI No. 2452, impacts to cultural resources, such as historical buildings and districts will need to be evaluated pursuant to CEQA regardless of project location.

The Project would be a mixed-use, infill project located in a TPA. Nearby transit service includes Metro Bus lines 94, 152/353, 169, 222, 224, 230, 353, and 794. Metro Bus line 152 provides service to Woodland Hills and Sun Valley and travels generally along Roscoe Boulevard and Vineland Avenue north of the Project Site with service intervals of less than 15 minute during peak hours. Metro Bus line 353 is a limited stop local line that travels from Woodland Hills to North Hollywood via Roscoe Boulevard and Lankershim Boulevard. This line provides service to Northridge, Panorama City and Sun Valley and travels along Roscoe Boulevard and Lankershim Boulevard.

Metro Bus line 224 travels from Sylmar to Studio City via Lankershim Boulevard immediately adjacent to the Project Site. This bus line provides service to Pacoima, Sun Valley, and North Hollywood with service intervals of less than 15 minute during peak hours. As such, the Project Site is located near a high-quality transit corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Furthermore, Metro Bus lines 224 and 353/152 run along Lankershim Boulevard with a connection to the Metro Red Line at Universal Studios. The Metro Red Line route provides a connection to downtown Los Angeles through the Hollywood and Mid-Wilshire areas. The Metro Red Line provides a direct link to Union Station. Union Station provides access to the majority of the region's rail and bus lines, linking to major job centers throughout Los Angeles County. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster.

Because of the mixed-use residential character of the Project and its location on an infill site within a TPA, the Project's aesthetic impacts will not be considered significant impacts on the environment. Accordingly, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers. Therefore, an assessment of the Project's potential aesthetics impacts is not required. Except as provided in Public Resources Code Section 21099, would the project:

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

Less Than Significant Impact.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural features within a state-designated scenic highway?

Less Than Significant Impact.

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

Less Than Significant Impact.

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

Less Than Significant Impact.

6.2 Agricultural and Forest Resources

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

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?

No Impact. The Project Site is located within a highly urbanized area and is currently developed with a single-story office and a single-story commercial building and associated uses. No agricultural uses, or related farmland operations, are present within the Project Site or surrounding area. The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland

of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP). The urban character of the Project Site would be consistent with the FMMP's definition of "Urban and Built-Up Land," which does not constitute farmland. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur, and no mitigation measures are required.

Conclusion

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur, and no mitigation measures are required.

b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use. The Project Site is not zoned for agricultural uses presently and will not be rezoned to permit agricultural uses and is not subject to a Williamson Act contract.

Conclusion

The Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract and, thus, no impacts would occur. No mitigation measures are required.

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

No Impact. The Project Site is currently developed with a single-story office and a single-story commercial building and associated uses and is not zoned for forestry or timberland uses. The Project Site is within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan area and is designated as Neighborhood Commercial, which corresponds to the Property's current zoning of C2-1VL and R1-1. The Project would require a zone change from the current C2-1VL and R1-1 to RAS4-1-CUGU (residential/accessory). The proposed zone change would permit commercial and residential uses on the Project Site as proposed by the Project, and would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land or timberland to non-forest uses. Therefore, no impact would occur, and no mitigation measures would be required.

Conclusion

The Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland zoning and no impact would occur, and no mitigation measures would be required.

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

No Impact. No Impact. The Project Site does not contain farmland, forest land, or timberland. Accordingly, the Project would not result in the conversion of farmland to non-agricultural uses or forest land to non- forest uses. Therefore, no impacts would occur, and no mitigation measures would be required.

Conclusion

No forest uses are located on the Project Site or within the area. Therefore, no impacts would occur, and no mitigation measures would be required.

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

No Impact. The Project Site does not contain farmland, forest land, or timberland. Accordingly, the Project would not result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. No mitigation measures would be required.

Conclusion

The Project Site does not contain farmland, forest land, or timberland. No impacts would occur, and no mitigation measures would be required.

Cumulative Impacts: Agricultural and Forest Resources

As with the Project, the related projects are located within a developed, urbanized area of the City of Los Angeles generally zoned for commercial and residential uses and their project sites do not support existing farming, agricultural or forest-related operations. Therefore, development of the related projects together with the Project would not result in the conversion of State-designated agricultural land from an agricultural use to a non-agricultural use or result in the loss of forest land or the conversion of forest land to non-forest use.

Conclusion:

No cumulative impacts on agriculture and forest resources would occur and no mitigation measures would be required.

6.3 Air Quality

The analysis is based on the information provided in the Project-specific Air Quality and Greenhouse Gas Technical Report contained in Appendix A.

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

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

Less Than Significant Impact. The Project Site is located within the South Coast Air Basin (Basin). Air quality planning for the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The air quality plans applicable to the Project Site are the SCAQMD's 2016 Air Quality Management Plan (AQMP), the City of Los Angeles General Plan Air Quality Element and the 2016-2040 RTP/SCS.

2016 AQMP

The 2016 AQMP was adopted by the SCAQMD as a program to lead the Basin into compliance with criteria pollutant standards and other federal requirements for which the Basin is not in compliance. The AQMP relies on emissions forecasts based on the demographic and economic growth projections provided by the SCAG 2016 RTP/SCS. SCAG is charged by California law to prepare and approve "the portions of each AQMP relating to demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies." A project is considered to be consistent with the AQMP and not obstruct its implementation if, in part, it is consistent with the demographic and economic growth projections used in the formulation of the AQMP.

The SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess: (1) whether the project would directly obstruct implementation of the plan through an increase in the frequency or severity of existing air quality violations, or cause or contribute to, new violations, or delay timely attainment of air quality standards, and (2) whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the plan is based.

Criterion No. 1

As discussed below under Items 6.3b and 6.3c, the Project would not obstruct implementation of the AQMP because emissions resulting from its construction (with implementation of PDF AQ-1 (identified under Item 6.3b below) and operation would not exceed SCAQMD's regional mass emissions thresholds and localized significance thresholds (LSTs). The Project's emissions would therefore not increase concentrations of criteria pollutants or their precursors in a manner that could obstruct SCAQMD's efforts to achieve attainment of ambient air quality standards for any criteria pollutant for which it is currently not in attainment, or jeopardize the current attainment status of the Basin for other criteria pollutants.

Criterion No. 2

The Project is also consistent with the AQMP in that the Project has incorporated control strategies set forth in the AQMP for achieving Basin-wide emission reduction goals and the Project is

consistent with the demographic and economic assumptions upon which the plan is based. The following sections provide a discussion of the Project's incorporation of emission control measures and the Project's consistency with demographic and economic assumptions used in development of the AQMP.

Emission Control Measures

During the construction period, the Project would require contractors to adhere to the California Air Resources Board's (CARB) on-road vehicle and off-road equipment requirements, which would limit the level of construction emissions caused by the Project. Project design features that limit the level of construction emissions are identified in PDF-AQ-1. In addition, the Project would be required pursuant to state law to use contractors that are in compliance with the CARB Air Toxic Control Measure that limits heavy duty diesel motor vehicle idling to no more than 5 minutes at any given location.² The Project contractor(s) would also be required by state regulations to comply with the fleet on-road heavy duty vehicle emissions standards consistent with Measure MOB-08 from the 2016 AQMP. These control strategies are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment and are implemented by accelerating the replacement of older engines that produce higher pollutant emissions with newer engines that produce lower levels of pollutants. The Project would comply with regulatory requirements to minimize shortterm emissions from on-road and off-road diesel vehicles and equipment and SCAOMD's rules for controlling fugitive dust and other construction emissions, as identified in PDF-AQ-1. Compliance with these measures and requirements is consistent with the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities.

The AQMP includes transportation control measures that are intended to reduce regional mobile source emissions. Although much of the planned improvements in air quality identified in the AQMP are implemented at scales greater than at the project level (i.e., vehicle emissions standards), the Project's location, design, and land use would support a reduction in vehicle trips by increasing residential density on a major thoroughfare in an urbanized area near public transit.

The Project would require a zone change from the current C2-1VL and R1-1 to RAS4-1-CUGU (residential/accessory). The zone change is necessary to ensure that zoning for the Project Site is consistent with state law. Portions of the Project Site's current zoning are inconsistent with its Neighborhood Commercial General Plan designation. Therefore, the Project's zone change achieves the state law requirement to ensure that zoning is always consistent with the general plan. Moreover, the new zoning designations permit uniform development of multi-family residential uses; both the C2 and RAS4 zoning designation allow for R4 [multi-dwelling] uses under the City's zoning regulations. The new zoning designation would also permit the development of limited ground floor commercial uses, which allows for mixed-uses at the Project Site. Because the introduction of mixed-uses is a key principle in efforts to promote smart growth, the Project is consistent with the AQMP's mobile-source emission reduction strategies. The Project proposes

² The Air Toxic Control Measure (13 CCR Section 2485) specifies measures to reduce public exposure to diesel particulate matter and other air contaminants by establishing idling restrictions, emission standards, and other requirements for heavy-duty diesel engines and alternative idle-reduction technologies to limit the idling of diesel-fueled commercial motor vehicles. The Air Toxic Control Measure is incorporated as PDF-AQ-1.

increased density on an urban infill site by locating residential, and commercial uses in an identified Transit Priority Area (TPA) that is in close proximity to multiple bus stops with high frequency transit service, including Metro Bus lines 224 and 353/152 that run along Lankershim Boulevard. Other transit bus service located within one mile of the Project Site is provided along Laurel Canyon Boulevard, Roscoe Boulevard/Tuxford Street, Saticoy Street, and Vineland Avenue/Sunland Boulevard. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. By providing prewiring for EV charging spaces at the Project Site, the Project would also support the AQMP's emission reduction strategy of accelerating the deployment of zero and near-zero-emissions technologies.

The Project would also provide short and long-term bicycle parking consistent with Los Angeles Municipal Code (LAMC) Section 12.21.A.16(a)(1), which would encourage non-motorized transportation trips. Furthermore, as a mixed-use development that is located within walking distance of a variety of land uses in the area (including residential, office, commercial, industrial, school, and service uses), and multiple transit options, the Project would also encourage pedestrian travel and reduce vehicle trips and corresponding vehicle emissions. Thus, because Project's location, design, and land use would reduce vehicle trips, VMT, and associated emissions, the Project would be consistent with the mobile emission reduction goals of the AQMP.

Furthermore, the AQMP also promotes and encourages the use of solar energy systems to reduce criteria pollutant emissions over time. Control measure ECC-02 seeks criteria pollutant co-benefits from the implementation of required energy efficiency mandates such as California's Title 24 program. The Project would be prewired for rooftop solar use in accordance with the CALGreen Code and would include solar panels on 15 percent of the rooftop space of the mixed-use building. Thus, the Project would be consistent with the energy emission reduction goals of the AQMP.

Demographic and Economic Projections

The Project would generate short-term construction jobs, but these workers are expected to be drawn from a regional pool of construction workers who travel among construction sites as individual projects are completed. Moreover, these jobs would be relatively small in number and temporary in nature. Therefore, the Project's construction jobs would not conflict with the long-term employment projections upon which the AQMP is based because such jobs would be relatively small in number and primarily drawn from the existing regional employment pool. Long-term operation of the Project would involve the employment of approximately 60 workers for the new commercial uses at the Project Site; these workers are expected to be drawn from the regional labor pool and result in, at most, only minimal population growth with respect to SCAG employment projections.³ Thus, employment associated with Project operation would not conflict with the long-term employment projections used in the preparation of the AQMP due to the small number of employees that would be required for Project operation.

³ SCAG projects employment in Los Angeles County alone would rise from 4.2 million in 2012 to 5.2 million in 2040 (SCAG 2016).

The Project is anticipated to be operational in 2023. The Project-related resident population growth is estimated to be approximately 1,050.⁴ According to SCAG, the total population for the City of Los Angeles in 2018 is 4,059,665 persons. In 2023, the projected occupancy year of the Project, the City of Los Angeles is anticipated to have a population of approximately 4,184,605 persons,⁵ a growth of 124,940 persons from the 2018 projection. The Project's estimated 1,050 residents would represent approximately 0.8 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2018 and 2023.

The Project's growth is consistent with the 2016 RTP/SCS goals and objectives under Senate Bill (SB) 375 to implement "smart growth" and state efforts to meet goals in the reduction of GHG. The 2016 RTP/SCS seeks improved "mobility and accessibility... to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices" (SCAG 2016). The 2016 RTP/SCS seeks to implement "strategies focused on compact infill development, superior placemaking (the process of creating public spaces that are appealing), and expanded housing and transportation choices" (SCAG 2016). The Project's proximity to public transit allows the Project's projected growth to be accommodated by existing and future transit options. Additionally, the Project is located in an urban infill location that is within walking distance to a variety of land uses that include office, commercial, school, and business service uses. As such, the Project's location and land use would reduce reliance on automobiles.

The population and employment growth resulting from the Project would be consistent with SCAG's regional forecast projections and, in turn, consistent with the growth projections accounted for in SCAQMD's AQMP. Therefore, the Project would not conflict with, or obstruct implementation of, the AQMP. The Project would not conflict with the goals and objectives of the 2016 RTP/SCS.

City of Los Angeles General Plan Air Quality Element

In addition to the Project's consistency with the 2016 AQMP and 2016 RTP/SCS goals and objectives, the Project's consistency with the applicable goals, objectives, and policies of the City's General Plan Air Quality Element is also evaluated and shown in Table 6-1 below. As discussed in Table 6-2, the construction and operation of the Project would not conflict with or be inconsistent with applicable air quality policies of the General Plan.

TABLE 6-1 CONSISTENCY OF PROJECT WITH APPLICABLE GOALS, POLICIES, AND OBJECTIVES OF THE CITY'S GENERAL PLAN AIR QUALITY ELEMENT

Goal/Objective/Policy	Project Consistency Assessment
Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.	Consistent. The Project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The Project would provide residential uses and employment opportunities in proximity to job centers in Los Angeles where people can live and work and have

⁴ The Project population assumes an average household size of 2.43 based on the Citywide Person per Household factor for multifamily units provided by the Department of City Planning Demographics Unit and as published in the 2016 American Community Survey.

⁵ Based on a linear interpolation of SCAG data prepared for the 2016 RTP/SCS.

Goal/Objective/Policy	Project Consistency Assessment
	access to convenient modes of transportation that provides options for reducing reliance on automobiles and minimizing associated air pollutant emissions. The Project would meet the applicable requirements of the California Green Building Standards Code and the City of Los Angeles Green Building Code. The Project would also reduce VMT as a result of its urban infill location in a TPA that is in proximity of public transportation, including multiple bus stops with high frequency transit service such as the Metro Bus lines 224 and 353/152 that run along Lankershim Boulevard. Other transit bus service located within one mile of the Project Site is provided along Laurel Canyon Boulevard, Roscoe Boulevard/Tuxford Street, Saticoy Street, and Vineland Avenue/Sunland Boulevard. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. The Project would add new infill residential units, with convenient access to public transit, which would allow people to live near work and recreational amenities. As a result, the Project would provide people with convenient mobility options and a wide range of economic/employment opportunities.
Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan, increase traffic mobility, and sustain economic growth citywide.	Consistent. As reflected above, the Project would be consistent with the SCAG growth projections that are used in preparing the AQMP. The Project would occupy a location that is highly accessible by regional and local bus lines and the Metrolink rail system. As such, the Project would be supportive of the Transportation Control Measures in the AQMP related to reducing vehicle trips for employees, visitors and residents. The Project would allow people to live near work and recreational amenities.
Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	Consistent. The Project would eliminate a large surface parking lot, two older buildings, and unpaved areas on the Project Site and replace them with a modern, energy-efficient building. The Project would also incorporate measures that would reduce particulate air pollutants from unpaved areas, parking lots, and construction sites. The Project would implement required control measures for construction-related fugitive dust pursuant to SCAQMD Rule 403. The Project would also comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks reducing exhaust diesel particulate matter (DPM) emissions. The Project contractor(s) would also be required by state regulations to comply with the fleet on-road heavy duty vehicle emissions standards consistent with Measure MOB-08 from the AQMP. These control strategies are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment and are implemented by accelerating the replacement of older engines that produce higher pollutant emissions.
Policy 1.3.1: Minimize particulate emissions from construction sites.	Consistent. The Project would incorporate measures that would reduce particulate air pollutants from construction activity as described above under Objective 1.3.
Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Consistent. The Project would implement required control measures for construction-related fugitive dust pursuant to SCAQMD Rule 403, which would minimize particulate emissions from unpaved roads and parking lots associated with construction-related vehicular traffic. The Project would also reduce unpaved, unlandscaped areas on the Project Site.
Goal 2: Less reliance on single- occupant vehicles with fewer commute and non-work trips.	Consistent. The Project's land use characteristics would reduce trips and VMT due to its urban infill location in a TPA that includes nearby housing, employment, office, commercial, and service uses with nearby access to multiple nearby public transportation routes.

Goal/Objective/Policy	Project Consistency Assessment
Objective 2.1: It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	Consistent. The Project is near existing public transportation, including existing regional and local Metro bus lines and a Metrolink station. The Project would locate infill residential and commercial land uses in an area with access to multiple other destinations, including job centers and other commercial uses. These features would reduce trips and encourage residents to utilize alternative modes of transportation. In addition, the Project would implement a Transportation Demand Management (TDM) program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the Transportation Impact Study (TIS) prepared for the proposed Project. Strategies that would be implemented as part of the TDM program include educational programs, a transportation information center/kiosk, bicycle amenities, and a contribution to the City Bicycle Plan Trust Fund for implementation of bicycle improvements,
Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The Project would be near multiple transportation routes, place housing near jobs and transit, and provide ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. The Project includes 224 bicycle parking spaces for the residential and commercial uses of the Project in accordance with LAMC requirements. The Project would encourage pedestrian travel by incorporating new residential and commercial uses in its mixed-use development and locating this development on a site located within walking distance of businesses in the area, as well as within close proximity to multiple transit options. Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter landscaping and street trees, streetscape improvements, and street level commercial uses of transportation including public transportation, walking, and bicycling. In addition, Transportation System Management (TSM) improvements, including the upgrade of existing signal controllers, replacement of existing video fibers, and upgrade of existing pedestrian push buttons, would be installed at key intersections in the Project vicinity, which would reduce traffic congestion. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Specific strategies that would be implemented as part of the TDM program are discussed above.
Objective 2.2: It is the objective of the City of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.	Consistent. The Project would install pre-wiring for EV charging spaces for 30 percent of the parking capacity at the Project Site. In addition, of the 30 percent of parking spaces prewired for electric charging, 10 percent would include installed chargers for immediate use by EVs. Furthermore, the Project's location would encourage non-automotive transportation to and from the Project Site. The Project would be located within proximity of existing public transportation and would provide on-site bicycle parking for building residents, employees, and visitors. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Specific strategies that would be implemented as part of the TDM program are discussed above.
Policy 2.2.1: Discourage single- occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. The Project is near public transportation, including existing regional and local Metro bus lines and Metrolink rail, and would provide 224 bicycle parking spaces for residents, employees, and visitors. These features would encourage non-automotive transportation to and from the Project Site. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Specific strategies that would be implemented as part of the TDM program are discussed above.

Goal/Objective/Policy	Project Consistency Assessment
Policy 2.2.2: Encourage multi- occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. The Project would include 224 bicycle parking spaces in accordance with LAMC requirements, which would encourage non-automotive travel. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Specific strategies that would be implemented as part of the TDM program are discussed above.
Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	Consistent. The Project would locate a mixed-use development in a TPA within walking distance of existing bus lines and a Metrolink station. The Project would also provide long-term and short-term bicycle parking which would help people have more opportunities to bicycle, walk and pursue other active alternatives to driving. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles.
Policy 4.2.2: Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would provide a new mixed-use development that would include residential and commercial (including restaurant) land uses in an infill location within proximity to public transportation. The Project is located an urban area surrounded by commercial, residential, restaurant, office, and service uses.
Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would be located within proximity of multiple transportation routes, place housing near jobs and transit, and provide ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. The Project includes 224 bicycle parking spaces for the residential and commercial uses of the Project in accordance with LAMC requirements. The Project would encourage pedestrian travel by incorporating new residential and commercial uses in its mixed-use development and locating this development on a site located within walking distance of businesses in the area, as well as within close proximity to multiple transit options. Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter landscaping and street trees, streetscape improvements, and street level commercial uses that would enliven the pedestrian experience. These features would reduce work trips and encourage employees to utilize alternative modes of transportation including public transportation, walking, and bicycling. Additionally, the Project would install pre-wiring for EV charging spaces for30 percent of the parking capacity at the Project Site. In addition, of the 30 percent of parking spaces prewired for electric charging, 10 percent would include installed chargers for immediate use by EVs.
Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The Project's mixed-use nature and its location near multiple transportation routes along with the provision of 224 bicycle parking spaces would help reduce vehicular trips and encourage use of alternative transit. In addition, TSM improvements, including signal controllers and CCTV, would be installed at key intersections in the Project vicinity, which would reduce traffic congestion. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Specific strategies that would be implemented as part of the TDM program are discussed above.
Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the	Consistent. The Project would be required to comply with California Title 24 Building Standards Code and CALGreen Code. Energy saving and sustainable design would be incorporated throughout the Project. The Project would emphasize energy conservation, which would be achieved

Goal/Objective/Policy	Project Consistency Assessment
implementation of conservation measures, including passive methods such as site orientation and tree planting.	through the use of energy efficient Heating Ventilation and Air Conditioning (HVAC) and lighting systems. In addition, of the 30 percent of the parking spaces that would be prewired for charging, 10 percent would have chargers installed for immediate use by EVs. The Project would include also include solar panels on 15 percent of the mixed-used building's rooftop. As part of the Project, the existing 35 non-native and non-protected trees at the Project Site would be removed and replaced with a total 117 trees, resulting in a net increase of 82 trees. Of the 115 trees that would be planted, 15 would be street trees.
Objective 5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	Consistent. The Project would be required to comply with California Title 24 Building Standards Code and CALGreen Code. Energy saving and sustainable design would be incorporated throughout the Project. The Project would emphasize energy conservation, which would be achieved through the use of energy efficient HVAC and lighting systems. The Project would be prewired for EV charging and rooftop solar uses in accordance with the CALGreen Code. The Project would include also include solar panels on 15 percent of the mixed-used building's rooftop.
Policy 5.1.2: Effect a reduction in energy consumption and shift to non- polluting sources of energy in its buildings and operations.	Consistent. As noted previously, the Project would incorporate energy saving and sustainable design throughout the Project in accordance with the Title 24 Building Standards Code and CALGreen Code. The Project would install pre-wiring for EV charging spaces for 30 percent of the parking capacity at the Project Site. In addition, of the 30 percent of parking spaces prewired for electric charging, 10 percent would include installed chargers for immediate use by EVs. Additionally, solar panels would be installed on 15 percent of the mixed-used building's rooftop.
Policy 5.1.4: Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would implement a construction waste management plan to divert all mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Council File 09-3029. During operations, the Project would be served by a solid waste collection and recycling service under the City's "recycLA" program, which offers recycling and organic waste recycling to businesses and large multi-family customers.
Policy 5.3.1: Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. As noted previously, the Project would incorporate energy saving and sustainable design throughout the Project in accordance with the Title 24 Building Standards Code and CALGreen Code. The Project would install pre-wiring for EV charging spaces for 30 percent of the parking capacity at the Project Site. In addition, of the 30 percent of parking spaces prewired for electric charging, 10 percent would include installed chargers for immediate use by EVs. Additionally, solar panels would be installed on 15 percent of the mixed-used building's rooftop.

Source: ICF, 2019.

Conclusion

The Project would not conflict with or obstruct implementation of the AQMP or the goals and objectives of the 2016 RTP/SCS. Additionally, the construction and operation of the Project would not conflict with or be inconsistent with applicable air quality policies of the General Plan. Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan.

Implementation of the Project would result in a less-than-significant impact. No mitigation measures would be required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. A significant impact may occur if a project were to make a cumulatively considerable contribution of a federal or State criteria pollutant for which the Basin is currently in non-attainment. The Basin is currently in non-attainment for ozone (federal and State standards), respirable particulate matter (PM₁₀) (State standards only) and fine particulate matter (PM_{2.5}) (federal and state standards). Based on SCAQMD's cumulative air quality impact methodology, SCAQMD recommends that if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Conversely, if a project's emissions do not exceed the recommended daily thresholds for project-specific impacts, its impacts would not be cumulatively considerable and would not contribute to nonattainment of applicable air quality standards in the Basin.

Criteria Pollutants

For the protection of public health and welfare, the Federal Clean Air Act (FCAA) requires that the U.S. Environmental Protection Agency (U.S. EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants. Similarly, the California Clean Air Act (CCAA) requires CARB to set standards and designate areas as either attainment or nonattainment based on whether the California Ambient Air Quality Standards (CAAQS) have been achieved. As all criteria pollutants can have human health effects at certain concentrations, the NAAQS and CAAQS define the maximum amount of an air pollutant that can be present in ambient air without harming public health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. Standards established for the protection of human health are referred to as primary standards; whereas, standards established for the prevention of environmental and property damage are called secondary standards.

Air quality standards have been established for the following six criteria pollutants: ozone (O₃), lead, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM), which consists of PM less than or equal to 10 microns in diameter (PM₁₀) and PM less than or equal to 2.5 microns in diameter (PM_{2.5}). Criteria air pollutants are also categorized as primary and secondary pollutants. In general, primary pollutants are directly emitted into the atmosphere, and secondary pollutants are formed by chemical reactions in the atmosphere. Of the six criteria pollutants, CO, SO₂, PM₁₀, and PM_{2.5} are primary pollutants, while O₃ and NO₂ are secondary pollutants. The following provides a summary discussion of the primary and secondary criteria air pollutants of primary concern.

Ozone (O₃)

 O_3 , which is the main ingredient in urban smog, is not emitted directly into the air, but is created by chemical reactions between hydrocarbons (HC) and nitrogen oxides (NO_X) (both by-products of the internal combustion engine) in the presence of sunlight. Reactive organic gasses (ROG) are defined by CARB and include all HC except those exempted by CARB that contribute to smog formation, while volatile organic compounds (VOCs) are defined by the U.S. EPA and include all hydrocarbons except those exempted by the U.S. EPA. Generally speaking, ROGs and VOCs are similar but not identical, and their terms are used interchangeably. For purposes of this analysis, the term ROG is used. There are no separate ambient air quality standards for ROGs.

ROG are compounds made up primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG are emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols.

The two major forms of NO_X are nitric oxide (NO) and NO₂. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO₂ is a reddish-brown irritating gas formed by the combination of NO and oxygen. In addition to serving as an integral participant in O₃ formation, NO_X also directly acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

 O_3 poses a higher risk to those who already suffer from respiratory diseases (e.g., asthma), children, older adults, and people who are active outdoors. Exposure to O_3 at certain concentrations can make breathing more difficult, cause shortness of breath and coughing, inflame and damage the airways, aggregate lung diseases, increase the frequency of asthma attacks, and cause chronic obstructive pulmonary disease. Studies show associations between short-term O_3 exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to O_3 may increase the risk of respiratory-related deaths. The concentration of O_3 at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum O_3 concentration reaches 80 parts per billion.

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. Ozone can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Nitrogen Dioxide (NO₂)

 NO_2 is a reddish-brown gas with a bleach-like odor. As discussed previously, both NO and NO_2 are the two major forms of NOx. NO_2 is formed when NO reacts rapidly with the oxygen in air. NO_2 is responsible for the brownish tinge of polluted air. In the presence of sunlight, atmospheric NO_2 reacts and splits to form a NO molecule and an oxygen atom. The oxygen atom can react further to form O_3 , via a complex series of chemical reactions involving hydrocarbons.

Population-based studies suggest that an increase in acute respiratory illness—including infections and respiratory symptoms in children (not infants)—is associated with long-term exposures to NO₂ at levels found in homes with gas stoves, which are higher than ambient NO₂ levels found in Southern California homes that generally have fewer or no stoves. In healthy people, increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂. Larger decreases in lung functions are observed in individuals with asthma and/or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. More recent studies have found associations between NO₂ exposures and cardiopulmonary mortality, decreased lung function, respiratory symptoms and emergency room asthma visits.

Carbon Monoxide (CO)

CO is a colorless, odorless, relatively inert gas. It is a trace constituent in the unpolluted troposphere and is produced by both natural processes and human activities. In remote areas far from human habitation, CO occurs in the atmosphere at an average background concentration of 0.04 parts per million (ppm), primarily as a result of natural processes such as forest fires and the oxidation of methane. Global atmospheric mixing of CO from urban and industrial sources creates higher background concentrations (up to 0.20 ppm) near urban areas. The major source of CO in urban areas is incomplete combustion of carbon-containing fuels, mainly gasoline.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include those with diseases involving heart and blood vessels, fetuses (unborn babies), and people with chronic hypoxemia (oxygen deficiency) as seen in high altitudes. Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain.

Particulate Matter (PM)

PM consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized—respirable course particles with an aerodynamic diameter of 10 micrometers or less, or PM₁₀, and respirable fine particles with an aerodynamic diameter of 2.5 micrometers or less, or PM_{2.5}. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading. PM is considered both a local and a regional pollutant.

Particulate pollution can be transported over long distances and may adversely affect the human, especially for people who are naturally sensitive or susceptible to breathing problems. Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease. Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Depending on

its composition, both PM₁₀ and PM_{2.5} can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain.

Sulfur Dioxide (SO₂)

SO₂ is a colorless, irritating gas with a "rotten egg" smell primarily formed from the combustion of fossil fuels containing sulfur. SO₂ is considered a local pollutant because it tends to accumulate in the air locally. High concentrations of SO₂ can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO₂ levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer-term exposures to high concentrations of SO₂, in conjunction with high levels of PM, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO₂ also is a major precursor to PM_{2.5}, which is a significant health concern and a main contributor to poor visibility (see also the discussion of health effects of particulate matter).

Lead (Pb)

Pb in the atmosphere is present as a mixture of a number of lead compounds. Leaded gasoline and lead smelters have been the main sources of lead emitted into the air. Due to the phasing out of leaded gasoline, there was a dramatic reduction in atmospheric Pb over the past three decades. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death. There is no evidence to suggest that there are direct effects of Pb on the respiratory system.

Short-term Project Construction Emissions

Construction associated with the Project would generate criteria pollutant emissions from the following activities: (1) demolition; (2) site preparation; (3) grading and excavation; (4) construction workers traveling to and from Project Site; (5) delivering construction supplies to, and hauling debris from, the Project Site; (6) fuel combustion by on-site construction equipment; and (7) building construction, the application of architectural coatings, and paving activities. These construction activities have the potential to temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously. To provide the most conservative analysis, maximum daily emissions estimates, which are used to assess Project impacts, are based on the day with the greatest intensity of construction activities.

For purposes of this air quality analysis, construction of the Project is anticipated to commence in October 2019 and continue over an approximately 39-month period before ending in June 2023. Construction activities are expected to occur six days per week, from Monday through Saturday, and last eight hours per day. Table 6-2 presents the construction phases and estimated durations

assumed for purposes of this analysis. Actual construction timing may vary depending on market conditions at the time of construction.

Phases	Start (month/date/year)	Finish (month/date/year)	Duration (work days)
Demolition	10/1/2019	11/15/2019	40
Site Preparation	5/1/2020	6/2/2020	28
Grading/Excavation	6/3/2020	7/18/2020	40
Building Construction	7/19/2020	5/18/2023	886
Asphalt Paving	5/19/2023	6/1/2023	12
Architectural Coatings	5/19/2023	6/8/2023	18

TABLE 6-2 ANTICIPATED PROJECT CONSTRUCTION SCHEDULE

Construction would require demolition of the existing one-story office and commercial structures at the Project Site followed by removal of the demolition debris. The removal of this debris is estimated to require approximately seven haul truck trips per day during the demolition phase. Additionally, during the site preparation phase it is estimated that up to 33 haul truck trips per day would occur to remove materials from the Project Site. During the grading phase, an estimated 89,000 cubic yards of material would require export from the Project Site, requiring approximately 139 haul truck round trips per day. Aside from haul truck trips, daily vendor/delivery truck trips would also occur during each of the construction phases for the Project. All of the aforementioned truck trips for Project construction activities would be round trips.

As part of the Project, the following PDF would be implemented during construction:

PDF-AQ-1: The following measures will be employed by the Project to minimize construction-related emissions:

- All off-road diesel-powered equipment shall be required to meet Tier 4 final offroad emissions standards during all phases of Project construction. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filter or equivalent.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Exceptions to these requirements are identified in 13 California Code of Regulations (CCR) Section 2485(d).
- Provide notification to trucks and vehicles in loading or unloading queues that their engines shall be turned off when not in use for more than 5 minutes.
- Electric equipment shall be used to the extent feasible in lieu of diesel or gasolinepowered equipment.

- All construction vehicles shall be equipped with proper emissions control equipment and kept in good and proper running order to substantially reduce NOx emissions.
- On-site construction activities shall utilize existing electric power sources to the extent feasible to minimize the use of higher polluting gas or diesel generators.
- Construction activities shall limit the hours of operation of heavy-duty equipment and/or the quantity of equipment in use to the extent feasible.
- During the application of architectural coatings for the new residential, restaurant, and commercial spaces, the Project shall use paints with a VOC content of 10 grams per liter (g/L) or less, which exceeds the regulatory VOC limits put forth by SCAQMD's Rule 1113.
- Sufficient dampening of the construction area shall be conducted as necessary to control dust caused by grading, hauling, and wind.
- Construction personnel shall secure loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Construction personnel shall clean all trucks and loads at the export site to prevent the blowing of dirt and spilling of loose earth.
- A sign shall be posted at the Project Site at a readily visible location that identifies the construction manager and a telephone number for any inquiries or complaints from residents regarding construction activities.

The modeled peak daily emissions of criteria air pollutants and ozone precursors associated with construction of the Project without and with PDF-AQ-1 are presented in Tables 6-3 and 6-4 respectively.⁶

Construction Phase		Total Regional Pollutant Emissions (pounds per day)						
	ROG⁵	NO _x	со	SOx	PM ₁₀	PM _{2.5}		
2019								
Demolition								
On-Site Emissions	3.3	34	18.9	< 0.1	2.4	1.7		
Off-Site Emissions	0.2	2.6	1.1	< 0.1	0.3	< 0.1		
Total Phase Emissions	3.5	36.6	20.0	< 0.1	2.7	1.8		
2020								
Site Preparation								
On-Site Emissions	2.1	23.1	11.8	< 0.1	2.6	1.6		

TABLE 6-3
REGIONAL CRITERIA POLLUTANT CONSTRUCTION EMISSIONS WITHOUT PDF-AQ-1

⁶ The modeled construction emissions for the Project without PDF-AQ-1 are presented for information purposes only.

	Total Regional Pollutant Emissions (pounds per day)						
Construction Phase	ROG⁵	NOx	со	SOx	PM 10	PM _{2.5}	
Off-Site Emissions	0.4	11.5	3.2	< 0.1	0.8	0.3	
Total Phase Emissions	2.5	34.6	15.0	0.1	3.4	1.8	
Grading							
On-Site Emissions	2.8	30.0	16.5	< 0.1	4.1	2.5	
Off-Site Emissions	2.8	86.9	21.1	0.2	5.7	1.8	
Total Phase Emissions	5.6	116.9	37.6	0.3	9.7	4.3	
Building Construction							
On-Site Emissions	1.3	12.3	9.4	< 0.1	0.6	0.6	
Off-Site Emissions	0.6	4.1	4.6	< 0.1	2.0	0.5	
Total Phase Emissions	1.9	16.4	14.0	< 0.1	2.7	1.1	
2021							
Building Construction							
On-Site Emissions	1.2	11.1	9.2	< 0.1	0.6	0.5	
Off-Site Emissions	0.5	3.8	4.3	< 0.1	1.5	0.4	
Total Phase Emissions	1.7	15.0	13.4	< 0.1	2.0	0.9	
2022							
Building Construction							
On-Site Emissions	1.1	9.9	9.0	< 0.1	0.5	0.5	
Off-Site Emissions	0.5	3.6	4.0	< 0.1	1.5	0.4	
Total Phase Emissions	1.6	13.5	13.0	< 0.1	2.0	0.9	
2023							
Building Construction							
On-Site Emissions	1.0	9.2	8.9	< 0.1	0.4	0.4	
Off-Site Emissions	0.4	2.4	3.7	< 0.1	2.2	0.6	
Total Phase Emissions	1.4	11.6	12.6	< 0.1	2.6	1.0	
Paving and Architectural Coatings							
On-Site Emissions - Paving	0.6	6.1	8.6	< 0.1	0.3	0.3	
Off-Site Emissions - Paving	0.1	0.4	0.5	0.0	0.2	< 0.1	
On-Site Emissions – Architectural Coatings	159.4	1.7	2.4	0.0	0.1	0.1	
Off-Site Emissions – Architectural Coatings	< 0.1	0.3	0.3	0.0	0.1	< 0.1	
Total Phase Emissions ^c	160.2	8.5	11.7	< 0.1	0.6	0.4	
Maximum Daily Regional Emissions During Project Construction	160.2	116.9	37.6	0.3	9.7	4.3	

Source: 7940 Lankershim Mixed-Use Project Air Quality and Greenhouse Gas Technical Report provided in Appendix A. Note: Totals may not add exactly due to rounding.

^a The Project's regional construction emissions without PDF-AQ-1 are presented for information purposes only and thus are not compared to SCAQMD's regional pollutant thresholds.

^b VOC and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.

^c As the paving and architectural coatings phases would overlap during Project construction, the daily emissions from both of these phases are combined and presented.

ROG = reactive organic gases

NO_X = nitrogen oxides

CO = carbon monoxide

 $SO_X = sulfur oxides$

 $\ensuremath{\mathsf{PM}_{10}}\xspace$ = particulate matter less than 10 microns in diameter

 $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

TABLE 6-4
REGIONAL CRITERIA POLLUTANT CONSTRUCTION EMISSIONS WITH PDF-AQ-1

	Total Re	egional P	ollutant I	Emissions	s (pounds	per day)
Construction Phase	ROG ^a	NOx	CO	SOx	PM10	PM2.5
2019						
Demolition						
On-Site Emissions	0.4	1.8	19.9	< 0.1	0.8	0.2
Off-Site Emissions	0.2	2.6	1.1	< 0.1	0.3	0.1
Total Phase Emissions	0.6	4.4	21.0	< 0.1	1.1	0.3
2020						
Site Preparation						
On-Site Emissions	0.4	1.5	13.6	< 0.1	1.6	0.7
Off-Site Emissions	0.4	11.5	3.2	< 0.1	0.8	0.3
Total Phase Emissions	0.8	13.0	16.8	0.1	2.5	1.0
Grading						
On-Site Emissions	0.5	2.0	19.0	< 0.1	2.8	1.4
Off-Site Emissions	2.8	86.9	21.1	0.2	5.7	1.8
Total Phase Emissions	3.2	88.9	40.1	0.3	8.5	3.2
Building Construction						
On-Site Emissions	0.2	1.5	10.0	< 0.1	< 0.1	< 0.1
Off-Site Emissions	0.6	4.1	4.6	< 0.1	2.0	0.5
Total Phase Emissions	0.8	5.6	14.6	< 0.1	2.1	0.6
2021						
Building Construction						
On-Site Emissions	0.2	1.5	10.0	< 0.1	< 0.1	< 0.1
Off-Site Emissions	0.5	3.8	4.3	< 0.1	1.5	0.4
Total Phase Emissions	0.7	5.3	14.2	< 0.1	1.5	0.4
2022						
Building Construction						
On-Site Emissions	0.2	1.5	10.0	< 0.1	< 0.1	< 0.1

	Total Regional Pollutant Emissions (pounds per day)							
Construction Phase	ROG ^a	NOx	CO	SOx	PM10	PM _{2.5}		
Off-Site Emissions	0.5	3.6	4.0	< 0.1	1.5	0.4		
Total Phase Emissions	0.7	5.1	14.0	< 0.1	1.5	0.4		
2023								
Building Construction								
On-Site Emissions	0.2	1.5	10.0	< 0.1	< 0.1	< 0.1		
Off-Site Emissions	0.4	2.4	3.7	< 0.1	2.2	0.6		
Total Phase Emissions	0.6	3.9	13.6	< 0.1	2.3	0.6		
Paving and Architectural Coatings								
On-Site Emissions - Paving	0.2	1.0	9.9	< 0.1	< 0.1	< 0.1		
Off-Site Emissions - Paving	0.1	0.4	0.5	0.0	0.2	< 0.1		
On-Site Emissions – Architectural Coatings	34.6	0.2	2.4	0.0	< 0.1	< 0.1		
Off-Site Emissions – Architectural Coatings	< 0.1	0.3	0.3	0.0	0.1	< 0.1		
Total Phase Emissions ^b	34.8	1.8	13.0	< 0.1	0.3	0.1		
Maximum Daily Regional Emissions During Project Construction	34.8	88.9	40.1	0.3	8.5	3.2		
Regional Significance Threshold	75	100	550	150	150	55		
Exceed Threshold?	No	No	No	No	No	No		

Source: 7940 Lankershim Mixed-Use Project Air Quality and Greenhouse Gas Technical Report provided in Appendix A. Note: Totals may not add exactly due to rounding.

^a VOC and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.

^b As the paving and architectural coatings phases would overlap during Project construction, the daily emissions from both of these phases are combined and presented.

As shown in Table 6-4, the maximum level of daily construction emissions generated by the Project with implementation of PDF-AQ-1 would not exceed SCAQMD's daily significance thresholds for any criteria pollutants during any of the construction phases. Thus, the Project construction would not result in a cumulatively considerable net increase of non-attainment pollutants of ozone precursors (i.e., ROG and NOx), PM₁₀, and PM_{2.5} in the Basin.

Long-term Project Operational Emissions

Implementation of the Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with energy sources (natural gas consumption) area sources (landscaping activities, re-applications of architectural coatings, and use of consumer products), and mobile sources. According to the *Transportation Impact Study for the 7940 Lankershim Boulevards Mixed-Use Project, October 2019* (Transportation Study), prepared by Gibson Transportation Consulting, Inc. for the Project, development of the Project would result in a total net increase of 3,473 daily vehicle trips over existing baseline conditions. This vehicle trip estimate takes into account trip reductions from Project land use characteristics, including internal capture from co-locating residential and commercial land uses on the Project Site, and location of the Project Site in an urbanized area that is also in proximity of transit options. Table 6-5 presents the daily operational emissions generated by the Project. As noted previously, for the purpose of conducting a conservative analysis the operational emissions presented for the Project does not take any credit for the operational emissions generated by the existing uses at the Project Site that would be displaced by the Project. Thus, the actual operational emissions that would result from Project implementation would be lower than the estimated emissions presented in Table 6-5. As shown, the Project would result in long-term regional emissions of criteria air pollutants and ozone precursors that would be below SCAQMD's applicable thresholds. Thus, the Project operations would not result in a cumulatively considerable net increase of non-attainment pollutants of ozone precursors (i.e., ROG and NOx), PM₁₀, and PM_{2.5} in the Basin.

Source	Pollutant Emissions (pounds per day)								
	ROG ^a	NOx	CO	SOx	PM ₁₀	PM _{2.5}			
Project									
Area Sources	10.9	0.5	35.7	< 0.1	0.2	0.2			
Energy Sources	0.2	1.7	0.9	< 0.1	0.1	0.1			
Mobile Sources	5.2	21.3	63.4	0.2	19.5	5.3			
Total Operational Emissions	16.3	23.5	100.1	0.2	19.9	5.7			
Regional Significance Thresholds	55	55	550	150	150	55			
Threshold Exceeded?	No	No	No	No	No	No			

 TABLE 6-5

 PROPOSED PROJECT CRITERIA POLLUTANT OPERATIONAL EMISSIONS

Source: 7940 Lankershim Mixed-Use Project Air Quality and Greenhouse Gas Technical Report provided in Appendix A.

Note: Totals may not add exactly due to rounding.

 $^{\rm a}\,{\rm VOC}$ and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.

Health-Based Impacts from Project's Regional Criteria Pollutant Emissions

Based on the California Supreme Court's decision in *Sierra Club v. County of Fresno*, 6 Cal. 5th 502 (2018) (hereafter referred to as the Friant Ranch Decision), the court determined that under conditions when significant and unavoidable exceedances of criteria pollutant thresholds occur, environmental documents must attempt to connect a project's air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis. As discussed above, the Project's construction and operational emissions would not exceed SCAQMD's regional criteria pollutant thresholds. Accordingly, the Project's air quality impacts would be less than significant, and no analysis of human health impacts is required, per the Friant Ranch Decision. Nevertheless, because the Project would result in increased emissions of criteria pollutants compared with the baseline condition, the following discussion is presented for informational purposes.

As discussed above, all criteria pollutants that would be generated by the Project are associated with some form of health risk (e.g., asthma, lower respiratory problems). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO₂, and SO₂ are localized pollutants. PM can be both a local and a regional

pollutant, depending on its composition. The primary criteria pollutants of concern generated by the Project are ozone precursors (ROG and NO_X), CO, SO_X, and PM because SCAQMD has developed numerical thresholds for these pollutants.

Adverse health effects induced by regional criteria pollutant emissions generated by the Project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_X) contribute to the formation of ground-borne ozone on a regional scale. Emissions of ROG and NOx generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutant may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to a single individual project.

Models and tools have been developed to correlate regional criteria pollutant emissions to potential community health impacts. While there are models capable of quantifying ozone and secondary PM formation and associated health effects, these tools were developed to support regional planning and policy analysis and have limited sensitivity to small changes in criteria pollutant concentrations induced by individual projects. Therefore, translating project-generated criteria pollutant emissions to the locations where specific health effects could occur or determining the resultant number of additional days of nonattainment cannot be estimated with any degree of accuracy with currently available tools.

Technical limitations of existing models to correlate project-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and SCAQMD, both of which provided amici curiae briefs for the Friant Ranch legal proceedings that the court lent significant credence to in its ruling but could not consider in the context of its review of the Friant Ranch Project EIR.⁷ In its brief, SJVAPCD acknowledges that while health risk assessments for localized air toxics are commonly prepared, "it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task." SJVAPCD further notes that emissions solely from the Friant Ranch Project (which equate to less than one-tenth of one percent of the total NOx and VOC in the Valley) is not likely to yield valid information," and that any such information should not be "accurate when applied at the local level." SCAQMD presents similar information in their brief, stating that "it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels".⁸

⁷ The amici curiae briefs for Friant Ranch are available at: https://www.courts.ca.gov/41312.htm

⁸ For example, SCAQMD's analysis of their 2012 Air Quality Attainment Plan showed that modeled NOx and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD's Rule 1315 showed that emissions of NOx and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absence.

Air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is generally a cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. Thus, because the Project's regional construction and operational emissions would not exceed SCAQMD's thresholds, and recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS (which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health), the Project's contribution of pollutant emissions is not expected to result in measurable human health impacts on a regional scale.

Conclusion

The Project's construction and operational impacts would be less than significant, and mitigation measures are not required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The term *sensitive receptors* refers to uses associated with people who are considered to be more sensitive than others to air pollutants. The reasons for greater than average sensitivity include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirmed are more susceptible to respiratory distress and other air quality-related health problems on average than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system.

Localized Pollutant Emissions

Construction

To assess the potential localized air quality impacts resulting from the Project on nearby sensitive receptors during construction, the daily on-site construction emissions generated at the Project Site were evaluated against SCAQMD's applicable construction LSTs for a 4.6-acre site. The nearest sensitive receptors to the Project Site include:

- The single-family residences located approximately 85 feet to the north, across West Strathern Street;
- The single-family residences located directly adjacent to the east of the Project Site boundary, to the north and south of Blythe Street; and

The single-family residences located directly adjacent to the south of the Project Site boundary.

Because the mass rate look-up tables provided by SCAQMD provide only LSTs at receptor distances of 82, 164, 328, 656, and 1,640 feet, the LSTs for a receptor distance of 82 feet were used to evaluate the potential localized air quality impacts associated with the Project's peak-day construction emissions.⁹ This distance most closely corresponds to the distance from the Project Site to nearby sensitive receptors in the SCAOMD LST lookup tables.

The Project would implement PDF-AQ-1 during construction to minimize construction-related emissions. The localized on-site emissions that are estimated to occur during peak construction days for each year of the Project's construction schedule without and with PDF-AQ-1 are presented in Tables 6-6 and 6-7, respectively.¹⁰

LOCALIZED CRITERIA POLLUTANT CONSTRUCTION EMISSIONS WITHOUT PDF-AQ-1 ^A			
Estimated Maximum Daily On-site Emissions (pounds per day) ^b			
NOx	СО	PM10	PM _{2.5}
34.1	18.9	2.4	1.7
34.4	17.5	4.3	2.6
11.3	9.4	0.6	0.5
10.1	11.0	0.5	0.5
9.3	10.9	0.5	0.4
	Estimated M NOx 34.1 34.4 11.3 10.1	Estimated Maximum Daily On-si NOx CO 34.1 18.9 34.4 17.5 11.3 9.4 10.1 11.0	Estimated Maximum Daily On-site Emissions (pound NOx CO PM10 34.1 18.9 2.4 34.4 17.5 4.3 11.3 9.4 0.6 10.1 11.0 0.5

TABLE 6-6

Source: 7940 Lankershim Mixed-Use Project Air Quality and Greenhouse Gas Technical Report provided in Appendix A.

^a The Project's localized construction emissions without PDF-AQ-1 are presented for information purposes only and thus are not compared against SCAQMD's LSTs.

^b To account for combustion emissions associated with vehicles traveling within the Project Site during construction, it was conservatively assumed that 5 percent of the total daily off-site mobile emissions from worker vehicle and vendor and haul truck trips would occur within the Project Site.

	Estimated Maximum Daily On-site Emissions (pounds per day) ^a			
Construction Year	NOx	CO	PM10	PM _{2.5}
2019	2.0	19.9	0.8	0.2
2020	6.4	20.0	3.1	1.5
2021	1.7	10.2	0.1	0.1
2022	1.7	10.2	0.1	0.1
2023	1.6	12.3	0.1	0.1
Applicable LSTs ^b	164.3	1,347.6	13.1	7.4

TABLE 6-7 LOCALIZED CRITERIA POLLUTANT CONSTRUCTION EMISSIONS WITH PDF-AQ-1

⁹ According to SCAQMD's LST methodology, it is recommended that projects with boundaries closer than 82 feet (25 meters) from the nearest receptor use the LSTs for receptors located at 82 feet.

¹⁰ The modeled localized construction emissions for the Project without PDF-AQ-1 are presented for information purposes only.

Threshold Exceeded?	No	No	No	No
Source: 7940 Lankershi	m Mixed-Use Proiect Ai	r Quality and Greenho	ouse Gas Technical Rep	ort provided in

Source: 7940 Lankershim Mixed-Use Project Air Quality and Greenhouse Gas Technical Report provided in Appendix A.

^a To account for combustion emissions associated with vehicles traveling within the Project Site during construction, it was conservatively assumed that 5 percent of the total daily off-site mobile emissions from worker vehicle and vendor and haul truck trips would occur within the Project Site.

^b Construction LSTs for a 4.6-acre site in source receptor area (SRA) 7 (East San Fernando Valley) at a 82-feet (25meter)

distance for sensitive receptors.

As shown in Table 6-7, with incorporation of PDF-AQ-1 the daily emissions generated on-site by construction of the Project would not exceed any of the applicable SCAQMD LSTs for a 4.6-acre site over the course of the entire construction schedule.

Operations

Similar to the analysis of construction emissions, the daily amount of localized pollutant emissions generated on-site by the Project during operations was also assessed for its potential localized air quality impacts on nearby sensitive receptors. The operational emissions that would result from the Project were assessed against SCAQMD's applicable operational LSTs for a 4.6-acre site, as explained above. Table 6-8 presents the on-site operational emissions that would result from the Project. As shown, the Project's operations-related emissions generated on-site would not exceed SCAQMD's applicable operational LSTs.

For the purpose of conducting a conservative analysis, the on-site operational emissions presented for the Project does not take any credit for the on-site operational emissions generated by the existing uses at the Project Site that would be displaced by the Project. Thus, the actual operational emissions that would result from Project implementation would be lower than the estimated emissions presented in Table 6-8

Emissions Source	Estimated Maximum Daily On-site Emissions (pounds per day) ^a			
	NOx	CO	PM ₁₀	PM _{2.5}
Area	0.5	35.7	0.2	0.2
Energy	1.7	0.9	0.1	0.1
Mobile	1.1	3.2	1.0	0.3
Total Emissions	3.3	39.8	1.3	0.6
Applicable LSTs ^b	164.3	1,347.6	3.7	1.8
Threshold Exceeded?	No	No	No	No

 TABLE 6-8

 LOCALIZED CRITERIA POLLUTANT OPERATIONAL EMISSIONS

Source: 7940 Lankershim Mixed-Use Project Air Quality and Greenhouse Gas Technical Report provided in Appendix A. Note: Totals may not add exactly due to rounding.

^a Localized operational emissions estimates assume all of the Area Sources and Energy Sources of emissions occur on-site and 5 percent of emissions from Mobile Sources occur on-site.

^b Operational LSTs for a 4.6-acre site in SRA 7 (East San Fernando Valley) at a 82-feet (25-meter) distance for sensitive receptors.

In summary, the estimated localized construction and operational emissions associated with the Project would not exceed any of SCAQMD's applicable LSTs for criteria pollutants.

Health-Based Impacts from Project's Local Criteria Pollutant Emissions

As opposed to regional pollutants, localized pollutants generated by a project are deposited and potentially affect population near the emissions source. Because these pollutants dissipate with distance, emissions from individual projects can result in direct and material health impacts to adjacent sensitive receptors. Models and thresholds are readily available to quantify these potential health effects and evaluate their significance. The LSTs developed by SCAQMD represent the maximum emissions from a project that would not be expected to cause or contribute to a violation of any short-term NAAQS or CAAQS, and have been developed by the SCAQMD for each of the source receptor areas (SRAs) in the Basin. The NAAQS and CAAQS are health-protective standards that define the maximum amount of ambient pollution that can be present without harming public health. Consequently, projects with emissions below the applicable LSTs would not be in violation of the NAAQS or CAAQS and, thus, U.S. EPA and CARB health protective standards. Because the Project's localized construction and operational emissions would not exceed the LSTs, the Project would not cause or contribute to a violation of any health-protective CAAQS and NAAQS.

Toxic Air Contaminants (TAC)

TACs are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. Air toxics are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Air toxics are emitted by a variety of industrial processes that include petroleum refining, electric utility and chrome plating operations, commercial operations, such as gasoline stations and dry cleaners, and motor vehicle exhaust and may exist as PM₁₀ and PM_{2.5} or as vapors (gases). To date, CARB has identified 21 TACs and adopted U.S. EPA's list of hazardous air pollutants as TACs. In August 1998 CARB identified diesel particulate matter (DPM) emissions as a TAC, and in September 2000 CARB approved a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles.

Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs, and some neurological effects, such as lightheadedness. Acute exposure may also elicit a cough or nausea, as well as exacerbate asthma. Chronic exposure to DPM in experimental animal inhalation studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that DPM is a likely carcinogen. Human epidemiological studies have demonstrated an association between DPM exposure and increased lung cancer rates in occupational settings.

Construction

Construction of the Project would result in sensitive receptor exposure to temporary TAC emissions associated with DPM emissions from heavy construction equipment. As discussed previously, the nearest sensitive receptors are the single-family residences located to the north, across Strathern Street, directly adjacent to the east, and directly adjacent to the south of the Project Site.

The use of diesel trucks and construction equipment during the Project construction period would result in emissions of TACs, particularly DPM. However, while construction activities are expected to occur over 39-month period, the activities generating the most DPM emissions, which would be during the site preparation and grading phases that require the use of heavy-duty diesel equipment for earthmoving, would only occur over an 11-week period. The majority of the Project's construction period would consist of the building phase, which would use smaller-scale equipment with lower horsepower that generates lower levels of DPM emissions. The highest daily PM_{10} emissions generated during the Project's building phase would be nearly four times lower than those generated during the Project's grading phase. Overall, the exposure of receptors to the Project's DPM emissions would be short-term in nature and much shorter than the assumed 70year exposure period used to estimate lifetime cancer risks. Once construction activities have ceased, so too will the source emissions. Given the limited duration by which receptors would be exposed to DPM emissions, the risk of adverse health effects during the Project's construction period would be minor. Additionally, as discussed above under Item 6.3a, the Project would not conflict with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would be required pursuant to state law to use contractors that are in compliance with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and Measure MOB-08 from the 2016 AQMP that requires the accelerated replacement of older on-road heavy-duty vehicles that produce higher pollutant emissions with newer engines that produce lower pollutant emissions. Compliance with these measures would minimize emissions of TACs during construction. Additionally, SCAOMD's air quality handbook and website resources do not currently require the preparation of a quantitative health risk assessment (HRA) for constructionperiod TACs. Because of the limited exposure time for receptors during construction and the Project's incorporation of emissions controls through implementation of PDF-AQ-1, and because SCAQMD does not require construction HRAs to be prepared, no quantitative HRA is included in this analysis. Overall, emissions from construction equipment associated with the Project would result in less than significant health risk impacts.

Operations

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry-cleaning facilities. As the Project consists of residential, retail, and restaurant uses, the Project would not include sources of substantive TAC emissions identified by the SCAQMD or CARB. Project operation would generate minimal amounts of TACs from the use of consumer products, periodic use of fuel-powered landscaping equipment, and from other activities associated with residential and commercial uses such as cleaning and reapplication of architectural coatings. However, these emissions are expected to be occasional and result in minimal exposure to off-site sensitive receptors. The Project's restaurant operations would be subject to SCAQMD Rule 1138-Control of Emissions from Restaurant Operations. The Project would comply with this rule by installing a control device, such as a catalytic oxidizer, on all char broilers in order to reduce PM and VOC emissions. Thus, operation of the Project would result in less than significant health risk impacts.

Carbon Monoxide Hot Spots

A CO hot spot is a localized concentration of CO that is above the state or national 1-hour or 8-hour ambient air standards for the pollutant. CO hot spots at roadway intersections are typically found in areas with significant traffic congestion. CO is a public health concern because at high enough concentrations, it can cause health problems such as fatigue, headache, confusion, dizziness, and even death. However, it should be noted that ambient concentrations of CO have declined dramatically in California because of existing controls and programs.

Most areas of the state, including the region in which the Project is located in, meet the state and federal CO standards. As part of SCAQMD's 2003 AQMP, which is the most recent AQMP that addresses CO concentrations, a revision to the Federal Attainment Plan for Carbon Monoxide (CO Plan) that was originally approved in 1992 was provided that included a CO hot spots analysis at four specified heavily traveled intersections in Los Angeles at the peak morning and afternoon time periods. These four intersection locations selected for CO modeling are considered to be worst-case intersections that would likely experience the highest CO concentrations. The CO hot spots analysis in the 2003 AQMP did not predict a violation of CO standards at the four intersections.

Of these four intersections, the busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which was described as the most heavily congested intersection in Los Angeles County with an average daily traffic volume of approximately 100,000 vehicles per day. Based on the CO modeling, the 2003 AQMP estimated that the 1-hour and 8-hour concentrations at this intersection was 4.6 ppm and 3.5 ppm, respectively, which would not exceed the most stringent 1-hour CO standard of 20.0 ppm and 8-hour CO standards of 9 ppm. In reviewing the Project's Transportation Study, it was determined that at buildout (2023) the highest daily traffic volumes generated at an intersection within the vicinity of the Project would be a cumulative total of 91,460 vehicles per day at the intersection of Lankershim Boulevard and Roscoe Boulevard/Tuxford Street. Because the daily amount of vehicles at this study intersection would not exceed 100,000 vehicles per day, it can be concluded that the Project would not exceed the most stringent 1-hour and 8-hour CO standards and no detailed CO hot spots analysis for the Project would be required.

Conclusion

The Project's localized construction and operational emissions would not exceed the applicable LSTs and impacts related to local air quality and human health would be less than significant. Additionally, the Project would not result in impacts related to CO hot spots and would not contribute a significant level of CO such that localized air quality and human health would be substantially degraded. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. Mitigation measures are not required.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. The Project, which is a mixed-use development that consists of

multi-family residential and commercial uses, includes none of these land uses. Thus, operation of the Project is not expected to result in objectionable odors for the neighboring uses and would not adversely affect a substantial number of people.

During construction of the Project, exhaust from equipment, activities associated with the application of architectural coatings and other interior and exterior finishes, and paving activities may produce discernible odors typical of most construction sites. Such odors would be, at worst, a temporary source of nuisance to adjacent uses, if at all, and would not affect a substantial number of people. As part of PDF-AQ-1, the Project would use low-VOC architectural coatings that exceed the requirements of SCAQMD Rule 1113, which would limit the odors associated with offgassing from those coatings. Odors associated with asphalt paving would only occur for a limited time period for the Project (12 work days), and the locations of paving activities would be distributed at the Project Site. Additionally, material deliveries and heavy-duty haul truck trips could create an occasional "whiff" of diesel exhaust for nearby receptors. These odors would not affect a substantial number of people because construction would be temporary, and construction-generated emissions dissipate rapidly with increasing distance from the source. Overall, odors associated with Project construction would be temporary and intermittent in nature and would not create a significant level of objectionable odors affecting a substantial number of people.

Conclusion

The Project's other emissions such as those leading to odors would result in a less than significant impact, and mitigation measures are not required.

Cumulative Impacts

Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time. The study area for analysis of cumulative effects on air quality is the Basin, which experiences chronic exceedances of state and federal ambient air quality standards as a consequence of past and present projects and is subject to continued nonattainment status by reasonably foreseeable future projects. These nonattainment conditions within the region are considered cumulatively significant. Therefore, SCAQMD thresholds have been established to ensure attainment of the NAAQS and CAAQS.

The City has identified related projects located in the Project Site area that have not yet been built or that are currently under construction. Since both the timing and the sequencing of the construction of the related projects are unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. For this reason, the SCAQMD's recommended methodology for assessing a project's cumulative impacts differs from the cumulative impacts methodology employed elsewhere in this SCEA. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine a project's potential cumulative impacts to regional air quality;¹¹ or (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

As discussed and demonstrated in the analysis under Item 6.3a, the Project would not conflict with, or obstruct implementation of, the AQMP. Additionally, as discussed under Items 6.3b and 6.3c above, the Project's construction and operational emissions would not exceed SCAQMD's applicable regional pollutant thresholds or LSTs. Based on SCAQMD's cumulative air quality impact methodology, if a project's emissions do not exceed the recommended daily thresholds for project-specific impacts, its impacts would not be cumulatively considerable and would not contribute to nonattainment of applicable air quality standards in the Basin. As such, the Project's cumulative impacts with respect to air quality would be less than significant and would not be cumulatively considerable.

Conclusion

The Project's construction and operational cumulative impacts would be less than significant and would not be cumulatively considerable, and mitigation measures are not required.

6.4 Biological Resources

The following discussion regarding Biological Resources is based, in part, on the technical report prepared for the Project, entitled 7940 Lankershim Mixed Use Project Tree Report, prepared by L.A. Design Works, dated October 30, 2018 and contained in Appendix B.

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?

Less Than Significant, The Project Site is located within a highly urbanized area and is currently developed with a single-story office and a single-story commercial building and associated uses. Therefore, the only biological resources permanently located on the Project Site are trees, shrubs and other plants. As stated in the technical report entitled *7940 Lankershim Mixed Use Project Tree Report* prepared by L.A. Group Design Works, Inc., dated October 30, 2018 (contained in Appendix B) there are no protected trees within the Project Site. Trees that are designated as "protected trees," as defined by LAMC Section 17.02, include the following trees that have a diameter at breast height (dbh) of more than four inches or more in cumulative diameter: oak trees

¹¹ South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, Appendix D, 1993, page D-3, http://www.aqmd.gov/docs/defaultsource/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paperappendix.pdf?sfvrsn=4. Accessed May 2019.

(Quercus spp.), southern California black walnuts (Juglans californica), western sycamores (Platanus racemosa), and California bay laurels (Umbellularia californica).

There are 35 trees on the Project Site. These trees include:

- Lankershim Boulevard Frontage: Within the Project Site facing Lankershim Boulevard, there are seven Queen Palm trees that are non-protected.
- **Strathern Street Frontage:** Within the Project Site facing Strathern Street, there are 19 trees: seven Junipers, one Norfolk Island Pine, one Needle tree, one Fig tree, one Carrotwood tree, one Lemon tree, one Tree of Heaven, Chinaberry tree, three Pine trees, one Olive tree, and two Brazilian Peppers that are non-protected.
- **Project Site Interior:** Within the interior of the Project Site there are nine trees: one Ash Tree, one Brazilian Pepper, five Ficus trees, one Olive tree, and one Tree of Heaven that are non-protected.

The Project would remove the 35 existing trees on the Project Site. The Project would provide 117 trees in total, for a net increase of 82 trees.

The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The removal of vegetation and disturbances to potential bird habitat creates the potential to result in a take¹² of nesting native bird species. All 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 Wildlife Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Department of City Planning enforces the MBTA through precautionary and preventative measures to avoid or reduce the potential for disturbances to wildlife during construction.

The Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the removal of the existing trees located on the Project Site. As a standard practice, the Department of Building and Safety generally imposes a condition that requires grading and earthwork activities (including disturbances to native and non-native vegetation, structures and substrates) to 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). If the Project's activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the Applicant would be required to arrange for weekly bird surveys to detect any protected native birds in the

¹² Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Wildlife Code Section 86).

habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows.

If a protected native bird is found, the Applicant would be required to delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Therefore, with adherence to existing laws and regulations, the Project would have a less than significant impact on sensitive biological species or habitat.

Conclusion

Due to the existing conditions on the Project Site and the Project Site's location in an urban area, there are it is unlikely that 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 is located on the Project Site. The Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the removal of the existing trees located on the Project Site. Impacts would be less than significant and no mitigation measures are required.

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

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is developed with commercial buildings and a surface parking lot and does not contain riparian habitat or sensitive natural community. The Project Site is not located within or adjacent to a significant ecological area (SEA).¹³

Conclusion

As the Project is located in an urbanized area and development of the Project would not result in any adverse effect on riparian habitat or other sensitive natural community, no impact would occur and no mitigation measures are required.

¹³ City of Los Angeles General Plan Conservation Element, Exhibit B2, SEAs and other Resources, March 2001. http://planning.lacity.org/cwd/gnlpln/consvelt.pdf. Accessed September 20189.

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

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is developed and the pervious areas are landscaped with non-native species and do not contain state or Federally protected wetlands.

Conclusion

As the Project would not impact Federally protected wetlands, no impacts would occur. No mitigation measures are required.

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

Less Than Significant. The Project Site is currently developed and located in a highly urbanized area in the City of Los Angeles. No wildlife corridors or native wildlife nursery sites are present on the Project Site or in the surrounding area. Further, due to the urbanized nature of the Project Site area, the potential for native resident or migratory wildlife species movement through the Site is negligible.

Nonetheless, the Project Site does include ornamental trees that could support raptor and/or songbird nests. 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). California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. However, while the Project would remove 35 trees on the Project Site, the effects of this removal would be temporary, as the Project would provide 117 trees on the Project Site, resulting in a net increase of 82 trees, such that the Project would provide greater habitat area for birds.

The Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the removal of the existing trees located on the Project Site. As a standard practice, the Department of Building and Safety generally imposes a condition that requires grading and earthwork activities (including disturbances to native and non-native vegetation, structures and substrates) to 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). If the Project's activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the Applicant would be required to 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. If a protected native bird is found, the Applicant would be required to delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Therefore, with adherence to existing laws and regulations, the Project would have a less than significant impact on sensitive biological species or habitat.

Conclusion

With compliance with federal and state regulations related to the protection of migratory fish and wildlife species, Project impacts would be less than significant.

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

Less Than Significant Impact. There are no native tree species within the Project Site that would be subject to the protection of Ordinance No. 177404 of the LAMC (Section 1, Subdivision 12, of Subsection A of Section 12.21, as amended). However, there are 35 existing non-native, non-protected trees that would be removed as part of the Project. The Project would provide 117 trees in total, for a net increase of 82 trees.

For trees removed from the Project Site, the Project Applicant would be required to comply with the City's appliable regulations that would require that prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. Prior to the removal or planting of any street tree or street in the public right-of-way, the Project would require approval and replacement of trees per the requirements of the City of Los Angeles Board of Public Works.

Conclusion

Compliance with the implementation of applicable City requirements would ensure that impacts related to local policies and ordinances protecting biological resources would be less than significant.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is not located within a Significant Ecological Area (SEA).¹⁴ Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or

¹⁴ Los Angeles County Significant Ecological Areas and Coastal Resource Areas Policy Map, http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf, Accessed September 2019.

State habitat conservation plan in place that includes the Project Site.^{15,16,17} Therefore, implementation of the Project would not conflict with a habitat conservation plan and no mitigation measures are necessary.

Cumulative Impacts: Biological Resources

Similar to the Project, the majority of the related projects occurring in the Project Site area would occur on previously disturbed, urbanized land. As discussed above, the Project Site does not contain sensitive biological resources or habitat, including wetlands, and is not part of a wildlife corridor and therefore could not contribute to a cumulative effect in these regards. The Project would fully comply with City ordinances pertaining to tree removal. Related projects would also be required to comply with the City's tree requirements and to adhere to the MBTA and Fish and Wildlife code provisions; therefore, cumulative impacts to nesting birds would be less than significant.

Conclusion

Compliance with applicable regulatory requirements and plans would ensure that cumulative impacts to biological resources would be less than significant.

6.5 Cultural Resources

The following discussion regarding Cultural Resources is based, in part, on the technical report prepared for the Project, entitled 7940 Lankershim Boulevard Historical Resources Technical Report, prepared by ICF, in July 2019 and contained in Appendix C and Cultural and Paleontological Resources Assessment Report prepared by ICF in September 2019.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resources pursuant to §15064.5?

No Impact. As discussed in the 7940 Lankershim Boulevard Historical Resources Technical Report, ICF conducted general and property-specific archival research for the Project Site and nearby area. Materials examined included previous cultural resources studies and records found during a formal literature review and records search, as well as primary and secondary resources from local repositories, including maps and photographs.

A cultural resources records search was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on March 14, 2019. The search included a review of all recorded archaeological sites and recorded built environment resources within a 0.5-mile

 ¹⁵ California Regional Conservation Plan, August 2015, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, Accessed September 2019.
 ¹⁶ Habitat Conservation Plans – Region 8,

http://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP,Accessed September 2019.

¹⁷ Habitat Conservation Plan Documents, https://www.fws.gov/carlsbad/hcps/HCP_Docs.html, Accessed September 2019.

radius of the Project site, as well as a review of cultural resource reports on file. In addition, the California State Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), the City of Los Angeles City of Los Angeles Historic-Cultural Monument (HCM) listings, and the California State Historic Resources Inventory were reviewed.

ICF consulted previous historic resources surveys and evaluations of historical resources in the vicinity of the Project Site, including the Sun Valley-La Tuna Canyon Community Plan Area historical resources survey. SurveyLA developed extensive historic contexts in two reports that related to resources in the Project area: Los Angeles Citywide Historic Context Statement: Japanese Americans in Los Angeles 1869–1970 (August 2018) and Los Angeles Citywide Historic Context Statement; Statement: Commercial Development, 1859–1980, Neighborhood Commercial Development, 1880–1980 (August 2017).

In addition, the following sources informed ICF's analysis of potential historical resources within the study area:

- Los Angeles County Tax Assessor Records
- Original and alteration building permits from the Los Angeles Department of Building and Safety
- Los Angeles Times Historical Newspaper Index
- Los Angeles Public Library's California Index and Tessa collections
- Scholarly books and articles
- Internet resources

In addition, historical resources field investigations were conducted at the Project Site on March 8, 2019 and March 20, 2019.

A substantial adverse change in the significance of a historical resource is considered a potentially significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property such that the significance of a historical resource would be materially impaired.

Direct Impacts

Existing uses at the Project Site include an office (7916–7918 Lankershim Boulevard) building and a commercial building (7934 Lankershim Boulevard). These buildings would be demolished to construct the Project. These structures are described below:

Potential Impacts from Demolition

7916-7918 Lankershim Boulevard Building

Constructed in 1940, 7916–7918 Lankershim Boulevard is a one-story vernacular building with Mid-Century Modern elements, built of wood-frame construction. In 1940, H.R. Coburn applied for a building permit to construct a one-story 18-foot by 20-foot building for use as a carpenter shop and storage in association with a dwelling (no longer extant) to the east. Based on a review of permits at 7916 and 7918 Lankershim Boulevard, this appears to be the basis of the existing building at its southeast quadrant. In 1950, a 10-foot by 20-foot addition was added to the building's elevation facing Lankershim Boulevard. The resulting 20-foot by 28-foot garage was converted into a shop. In 1951, Joe Alhadoff applied for a building permit to construct an 18-foot by 40-foot addition to the north wall, completing the existing 40-foot by 40-foot building.

The 7916–7918 Lankershim Boulevard structure is an unornamented commercial building with a shed roof characteristic of the Mid-Century Modern architectural style. Research has not uncovered an architect associated with the building. As a vernacular example of the style lacking original cladding, this building appears to be a primarily utilitarian building that lacks a strong tie to the Mid-Century Modern style or any identifiable style.

Research on this property and on its former owners and occupants, did not suggest any potential local, regional, or national significance. Research also did not reveal associations to any other significant persons in history. It is not, therefore, exemplary of a particular architectural style, building type, time period, or construction method, nor is the building associated with a Master architect. The building was not identified by SurveyLA as historically significant and was not listed or is eligible for listing, in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument.

7934 Lankershim Boulevard Building

The 7934 Lankershim Boulevard structure is a large, one-story rectangular plan commercial building designed in the Mid-Century Modern style. Although the existing building was constructed in 1968, Allan and Carole Mori originally opened Mel-O-Dee Nursery at the property in 1949, housing their business on a mid-block property with a 30-foot by 40-foot lath house and an outdoor nursery in the rear (to the north and east) of the building. Historical aerial photographs appear to depict rows of nursery plants on the property for decades, until the nursery stock began to shrink in 2004 and was removed entirely from the 7934 Lankershim property by 2014. The property currently houses a building materials retail store, with the rear of the property serving as a yard for building materials storage.

The building features extensive glass display windows, a broad low-pitched gabled roof, and integrated planters at the exterior walls, elements well suited to the building's decades-long use as a nursery business. While this is a late and unexceptional example of the Mid-Century Modern style, it does not exhibit high artistic value, and lacks design choices in massing and ornamentation that would present a fully expressionist Mid-Century Modern building. It is not, therefore,

exemplary of a particular architectural style, building type, time period, or construction method, nor is the building associated with a Master architect.

While the existing 7934 Lankershim Boulevard building originally housed an individual, familyowned Japanese American nursery business in the San Fernando Valley, there is not any evidence that indicates that the property is strongly associated with events or broad patterns of history or associated with individuals historically significant in local, state or national history. The building was not identified by SurveyLA as historically significant and was not listed or is eligible for listing, in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument.

While the Project would demolish the two buildings, constructed in 1940 and 1968, the structures on the Project Site do not qualify as historical resources under CEQA. Therefore, the Project's associated demolition of these structures would have no direct impact to historical resources on the Project Site.

Indirect Impacts to Historic Resources

Within a one to five parcel radius of the Project Site, 35 potential historic resources were constructed prior to 1981. Potential impacts to resources in the indirect study area are limited to setting changes, specifically visual changes to the immediate vicinity of the project site. Therefore, the indirect study area was selected to account for changes to the setting of off-site historical resources, if any exist. Resources within approximately 400 feet of the Project Site are within sufficiently proximate visual range that their immediate setting could be impacted by the removal of the existing buildings and/or the construction of the new building. To identify the appropriate study area, the center of the proposed Project site was identified and a radius 400 feet was drawn around that center point. To ensure that entire properties could be analyzed as potential historical resources, entire parcels intersecting that radius were then identified and incorporated into the study area. None of these resources were identified as eligible by SurveyLA, nor were they documented. These resources were analyzed and evaluated but not documented. Based on previous SurveyLA findings supplemented by observation and research, none appear to qualify as a CEQA historical resource.

Two potential resources in the indirect study area were identified that were constructed after 1981 (7923 Lankershim Boulevard and 7945 Lankershim Boulevard). ICF evaluated these resources, but neither the field survey nor research revealed any information to suggest that they conform to the special circumstances related to age, nor did any information uncovered reveal associations with important events, broad patterns in history, or important persons. These resources, therefore, are not considered historical for the purposes of CEQA.

Conclusion

No impacts to historical resources would occur. No mitigation measures are required.

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

Less Than Significant Impact. ICF conducted a literature review to determine if the Project would have the potential to adversely affect prehistoric and historical archaeological resources. Various U.S. Geologic Survey (USGS) historical maps were examined for indications of historical structures and development in and around the Project area, including the 7.5-minute Van Nuys quadrangle and the Los Angeles basin topographic map. In addition, online aerial photographs of the region from Nationwide Environmental Title Research (NETR) Online were inspected, some that went back as far as 1947.

An archaeological records search was conducted at the South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton, on March 14, 2019. The search included reviews of all known relevant cultural resource survey reports to ascertain the presence of known prehistoric and historic archaeological resources within a 0.5-mile radius of the Project Site. In addition, at the request of the City, a second request was sent to the SCCIC on May 10, 2019. An official SCCIC response was received on May 16, 2019. The records search revealed no archaeological resources on either the Project Site or within the 0.5-mile radius of the Project Site. Five cultural resource studies have been previously conducted within the 0.5-mile radius of the Project Site. Five reports were listed in the SCCIC records, but only one report was available. Only one of these studies included the Project Site in its analysis.

The Project would not be expected to result in significant impacts on archaeological cultural resources related to a substantial adverse change in the significance of a prehistoric archaeological resource. There are no known previously recorded archaeological resources within the Project area. Therefore, the Project is not expected to cause a substantial adverse change in the significance of an archaeological resource. Based on historical disturbance and construction in the area, the sensitivity for intact buried archaeological deposits of historic age within the Project area is relatively low.

Per California Public Resources Code Section 21083.2(f), a lead agency may make provisions for archeological sites accidently discovered during construction. The Project Applicant would be required to comply with the City's standard condition of approval related to inadvertent discovery of unknown archaeological resources. In the event that any subsurface cultural resources are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

Conclusion

With compliance with regulatory requirements and the City's standard condition, the Project's potential impacts related to unknown archaeological resources would be less than significant.

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

Less Than Significant Impact. The Project Site is developed with commercial buildings and a surface parking lot. Although the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 25 feet below ground surface. As a result, construction may disturb human remains, including those interred outside of dedicated cemeteries. Such an event is a potentially significant impact under CEQA.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. If the county coroner concludes that the remains are of Native American descent, the Native American Heritage Commission must be notified within 24 hours, and NAHC guidelines would be adhered to in the treatment and handling of the remains. With regulatory compliance, the Project's potential impacts would be less than significant.

Conclusion

Impacts would be less than significant and no mitigation is required.

Cumulative Impacts: Cultural Resources

Impacts of constructed developments such as the Project on cultural resources are generally site-specific and as such, are assessed on a site-by-site basis.

Cumulative impacts would occur if the Project and related projects were to have combined significant adverse effects on historical resources of the same type in the immediate vicinity, or if they were to contribute to changes within a historic district; however, there are no historical resources on the Project Site. Of the eight related projects, none is located within the immediate vicinity of the Project and all are isolated by intervening development and located in a number of locations of varying character and context. As discussed above, the Project would not result in direct or indirect impacts to historical resources, and, as such, the Project's effects would not be cumulatively considerable, and cumulative impacts would be less than significant.

Many of the related projects would require excavation that could potentially expose or damage potential archaeological resources or disturb human remains. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Moreover, such impacts are not cumulative in combination with the Project's potential impacts, but are rather discrete and entirely separate from the Project's potential impacts. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures and compliance with regulatory measures for the protection of human remains would be identified and implemented for those related projects that have the potential to cause significant impacts to undiscovered archaeological resources or to disturb human remains.

Conclusion

Cumulative impacts related to cultural resources would be less than significant.

6.6 Energy

Would the project:

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

Less Than Significant Impact. A significant impact would occur if the Project would result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The Project would redevelop the Project Site by replacing an office and a commercial building currently on-site with a seven-story mixed-use development consisting of residential units and ground level commercial uses. The Project is required to comply with California's Energy Efficiency Standards established in Title 24, Part 6, of the California Code of Regulations. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated by the California Energy Commission (CEC) on an approximately three-year cycle to allow consideration and possible incorporation of new energy efficiency technologies and methods. Part 11 of the Title 24 Building Standards Code is referred to as the CALGreen Code. The purpose of the CALGreen Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. which includes requirements for energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The Project would comply with the applicable provisions of Title 24 and the CALGreen Code and would install energy and water efficient appliances in the proposed residential dwelling units. The Project is expected to comply with the 2016 Standards which improved upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings.¹⁸ The 2016 Standards will be

¹⁸ https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards. Accessed August 15, 2019.

in effect until the end of 2019 and will then be replaced with the 2019 Building Energy Efficiency Standards which will go into effect January 1, 2020.¹⁹

Construction

Energy use associated with phased construction of the Project would consist of diesel fuel consumption by on-road trucks (hauling and vendor trips) and off-road construction diesel equipment, and gasoline consumption by on-road worker vehicles (commute trips). Construction of the Project would require the export of asphalt, earth material, and building debris from the Project Site during the demolition and site clearing phases as well as the delivery of building materials during the building phase.

The total gasoline and diesel fuel anticipated to be used during construction is summarized below in Table 6-9, Summary of Energy Use During Project Construction, and in Appendix D, Energy Consumption Worksheets. As shown, construction of the Project would consume approximately 215,125 gallons of fuel, including approximately 42,597 gallons of gasoline and 172,528 gallons of diesel during construction.²⁰

Total Quantity ^a	
42,597 gallons	
172,528 gallons	
215,125	

 TABLE 6-9

 SUMMARY OF ENERGY USE DURING PROJECT CONSTRUCTION

NOTES

Detailed calculations are provided in Appendix D of this SCEA. Based on Project Construction Schedule

Because the construction phase of the Project would be temporary and the fact that the extent of fuel consumption is typical of land use developments of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The proposed mixed-use development is not expected to require an extraordinary amount of energy consumption during construction, as may occur with large, industrial facilities (e.g., new power plants or dams). Construction of the Project would occur over an approximately 39-month period; thus, construction-related energy use would be temporary and would represent a relatively short demand on local and regional fuel supplies that would be easily accommodated. During this construction phase, the Project would comply with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (CARB Air Toxics Control Measure), and meeting specified fuel and fuel additive requirements

¹⁹ https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-buildingenergy-efficiency. Accessed August 15, 2019.

²⁰ See Energy Consumption Worksheets included as Appendix D

and emission standards (C.C.R. Title 13, Sec. 2485). Adherence to these measures would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Accordingly, energy demands during construction would be less than significant.

Operations

Electricity

Once the Project is operational, there would be electrical usage from a variety of sources including electricity associated with the residential and commercial uses on-site, and off-site water treatment and distribution. Electricity transmission for the Project Site is provided by the Los Angeles Department of Water & Power (LADWP) which serves approximately 3.8 million people and is the nation's largest municipal electric utility.²¹ In order to properly assesses and meet growing energy demands, the LADWP releases Integrated Resource Plans. The latest 2017 Final Power Strategic Long-Term Resource Plan, is a comprehensive 20 year roadmap to assist LADWP to meet the growing energy demand from consumers in an environmentally responsible and cost effective manner.²² LADWP has a net dependable generation capacity greater than 7,531 megawatts (MW).²³ LADWP is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability. The LADWP September 2017 forecast indicates that its total energy sales in the 2023-2024 fiscal year (the Project's opening year) will be 23,033 gigawatt hours (GWh).²⁴ LADWP continues to increase the use of renewable energy to meet customer needs, and has a goal to meet 33 percent renewable energy in December 2020 and 60 percent by December 2030 (in accordance with SB 100 that was adopted in September 2018), utilizing wind, solar, geothermal, and biomass energy sources. As of 2016, which is the most recent year for which data are available, LADWP has achieved 29 percent renewable energy sales. Since 1990, LADWP has divested from three coal plants and repowered thirteen natural gas and oil fueled in-basin generating units using cleaner and more efficient new combustion technology, resulting in 19 percent lower GHG emissions and over 90 percent lower NO_x emissions.²⁵

As shown below in Table 6-10, Summary of Energy Consumption During Project Operation, the estimated annual consumption of electricity would be approximately 3,533,210 kWh. When compared to the LADWP's projected sales in 2023 of 23,003 GWh per year, the Project's electricity demand would represent approximately 0.015 percent of total demand. This amount is negligible

²¹ Los Angeles Department of Water & Power (LADWP) (2017), Power Strategic Long-Term Resource Plan. Available at https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-pdoc;jsessionid=mGT9dXPJdnB5n24XLvSIG1pNTrJ0FHXGFpRNlsH16NF4gcLnZWyf!-1249535111? adf.ctrl-

doc;jsessionid=mG19dXPJdnB5n24XLVSIG1pN1FJ0FHXGFpRNisH16NF4gcLnZ wyfi-12495351117_adf.ctrlstate=d7jp385ep_4&_afrLoop=70435002221502&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindo wId%3Dnull%26_afrLoop%3D70435002221502%26_afrWindowMode%3D0%26_adf.ctrlstate%3Du7exxlb3u_4. Accessed August 15, 2019.

²² Ibid

²³ Ibid

²⁴ Ibid., Appendix A, pg. 34

²⁵ Ibid

and is within the anticipated service capabilities of LADWP. The estimated power requirements for the Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. As discussed above, the Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Project would also be required to comply with the L.A. Green Building Code, which incorporates by reference the CALGreen Code. The L.A. Green Building Code, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. To comply, the Project would include energy conservation features. Specifically, the residential units would include energy efficient lighting fixtures, ENERGY STAR-rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems. The Applicant is also proposing to install solar panels on the roof level. Thus, the Project would incorporate energy conservation features. Additionally, LADWP would confirm the availability of electric service for the Project. Therefore, the development of the Project would not cause wasteful, inefficient or unnecessary consumption of electricity.

Energy Type	Annual Quantity
Electricity	3,533,210 kWh
Natural Gas	6,611,610 kbtu
Gasoline (mobile sources)	415,201 ^a gallons
Diesel (mobile sources)	15,403 ^a gallons

 TABLE 6-10

 SUMMARY OF ENERGY CONSUMPTION DURING PROJECT OPERATION

Notes:

Detailed calculations are provided in Appendix D of this SCEA.

kWh = kilowatt-hours; kbtu = kilowatt-hours British thermal units

^a Totals may not add up due to rounding of decimals.

Source: ICF 2019

Natural Gas

Natural gas for the Project Site is provided by Southern California Gas Company (SCG). According to the 2019 California Gas Report Supplement, the annual gas supply delivered by SCG in 2018 was 2,342 million cubic feet (MMcf)/day.²⁶ The demand for total natural gas is expected to decrease at an annual rate of 0.74 percent per year from 2018 to 2035.²⁷ This decrease is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and

²⁶ California Gas and Electric Utilities, 2019, pg. 26,

https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf, Accessed August 16, 2019

²⁷ California Gas and Electric Utilities, 2018 California Gas Report, pg. 66, https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, Accessed August 16, 2019.

decreasing, the SCG's projection for natural gas also decreases. As shown in Table 6-11, the natural gas consumption as a result of the operation of the Project would be approximately 6,611,610 kbtu per year, which translates into approximately 6.5 MMcf per year or 0.02 MMcf per day. Based on their 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 MMcf per day in 2023 (the Project's opening year).²⁸ Thus, the Project's annual natural gas consumption would represent 0.0005 percent of the 2023 forecasted capacity in SCG's planning area.

As discussed above, the Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Project would also be required to comply with the L.A. Green Building Code, which has been effective as of January 1, 2017. The L.A. Green Building Code requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Project's energy consumption. Therefore, the development of the Project would not cause wasteful, inefficient or unnecessary consumption of natural gas.

Transportation-Related Fuels

Operation of the Project would generate vehicle trips associated with people driving to and from their residence or for commercial needs at the Project Site. Based on the trip generation rates provided in the Project Traffic Study, and the vehicle trip lengths calculated in the CalEEMod Air Quality worksheets, it is estimated that operation of the Project would result in approximately 9,111,863 vehicle miles traveled (VMT) on an annual basis. It is estimated that the VMT would result in the annual consumption of approximately 415,205 gallons of gasoline fuel and 15,403 gallons of diesel for project operations.²⁹

The Project includes conservation measures and design features that would decrease consumption of petroleum-based fuels (gasoline and diesel). The Project is a mixed-use development located in a transit priority area, in an infill location close to jobs, residential, government and service uses. In addition, the Project proposes to be prewired for electric vehicle (EV) charging at 30 percent of its parking capacity for future use, of which ten percent will be installed with chargers for immediate us by EVs, in accordance with the CALGreen Code. The Project would also install 194 long-term and 30 short-term bicycle parking spaces. As an infill development, the Project would replace two existing one-story commercial and office buildings with a more efficient seven-story mixed-use-development as well as ground level commercial uses. Because of the Project Site's close location near transit service, a number of trips would be expected to be transit or walking/bicycle trips rather than vehicle trips. Some residents would take transit to their destinations or would walk to commercial uses and other services nearby. The expected reduction in vehicle trips would therefore decrease the Project's consumption of petroleum-based fuels. As such, the development of the Project would not cause wasteful, inefficient or unnecessary

 ²⁸ California Gas and Electric Utilities, 2018 California Gas Report, 2018, p. 103. Available at: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed August 2019.
 ²⁹ See Appendix D for detailed calculations.

consumption of petroleum-based fuels and would promote walking, biking, and other modes of public transportation.

Conclusion

Based on the above impact analysis, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. No mitigation measures would be required.

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

Less Than Significant Impact. Based on the analysis provided below, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. All of the Project's energy demands will be served by LADWP, and comply with the 2016 Title 24 standards, CALGreen Code, and the Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code). The L.A. Green Building Code requires that projects comply with the following requirements related to water efficiency, solid waste reduction, and electric vehicle supply equipment:

<u>Solid Waste Reduction.</u> California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 65 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

<u>Water Conservation</u>. As mandated by the 2017 Los Angeles Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that implement water use reduction by complying with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 4.303.4.1 of Section 4.303.4 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 4.303.4.2 of the Plumbing Code's Section 4.303.4. The Project's water budget for landscape irrigation use shall conform to the California Department of Water's Resources Model Water Efficient Landscape Ordinance (MWELO). Such landscape water reduction methods include, but are not limited to, use of captured rainwater, recycled water, graywater, or water treated for irrigation purposes and conveyed by a water district or public entity. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

<u>Electric Vehicle Supply Equipment.</u> In 2015, the City of Los Angeles amended the L.A. Green Building Code to incorporate requirements for the installation of electric vehicle charging equipment for new construction. Pursuant to Ordinance No. 186485, at least ten percent of the Code-required parking stalls shall be electric vehicle charging spaces (EV spaces) and at least 30 percent of the total Code-required parking spaces stalls shall be capable of supporting future electric vehicle supply equipment (EVSE). The Project will provide EV charging at 30 percent of its parking capacity for future use, of which ten percent will be installed with chargers for immediate use by EVs. These parking spaces would be consistent with State and City GHG policies to encourage and support alternative clean fuel supplies for vehicles and would further serve to reduce GHG emissions attributable to the vehicle trips generated by the Project.

Energy conservation and production measures in the Project would decrease overall energy consumption, decrease reliance on non-renewable energy sources, and increase reliance on renewable energy sources at the Project Site. Construction energy consumption would be a temporary energy expenditure and, as discussed above, would not occur in an inefficient or wasteful manner. Permanent energy saving and sustainable design would be incorporated throughout the Project to reduce operational energy uses. The Project would emphasize energy and water conservation, which would be achieved through the use of energy efficient Heating Ventilation and Air Conditioning (HVAC) and lighting systems, and energy star appliances, and low flow plumbing fixtures. The Project would also include solar panels on 15 percent of the rooftop space. All of these features would comply with CALGreen, Title 24, and the Los Angeles Green Building Code.

As discussed previously, the Project Site is located in an infill area in a highly urbanized location that is supported by regional and local transit services that would encourage alternative modes of transportation and a reduction in overall VMT. The Project would increase density, location efficiency, and follow many of the Land Use measures outlined in the Transportation Category in the California Air Pollution Control Officers Association's guidance measures. The Project would support statewide efforts to improve transportation energy efficiency through its classification as an infill location close to shopping centers and other destinations. The Project is located in an urban infill location, within the Sun Valley-La Tuna Canyon Plan Community Plan, which has nearby access to shops, restaurants, offices, and other services. This is consistent with the State's overall goals to reduce VMT as outlined in the 2016 RTP/SCS for the region, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them." Furthermore, the Project Site is served by public transportation options, as the Project Site is approximately 0.9 miles from the Metrolink Sun Valley Station and within close proximity to Metro Bus lines 224 and 353. As the Project would be designed in manner that reduced transportation-related fuel consumption, consistent with CEQA Guidelines Appendix F requirements, the Project would reduce wasteful or inefficient energy consumption with respect to transportation.

Conclusion

The Project would not directly or indirectly conflict with any state or local plans affiliated with renewable energy and/or energy efficiency. Therefore, the Project would have a less-than-significant impact on energy resources and no mitigation measures are required.

Cumulative Impacts

Energy

Development of the Project in conjunction with the related projects could cumulatively increase electricity, natural gas, and transportation-related fuel consumption. There are 8 related projects located within the vicinity of the Project Site. The geographic context for the cumulative impacts analysis regarding electricity is LADWP's service area and the geographic context for the cumulative impacts analysis regarding natural gas is SCG's service area. With respect to the geographic context for the cumulative impacts analysis regarding transportation-related fuel, for the purpose of this analysis the Project's potential cumulative impacts are assessed in the context of County-wide consumption.

Electricity

As discussed previously, LADWP forecasts that its total energy sales in the 2023–2024 fiscal year (the Project opening year) will be 23,033 GWh of electricity. Based on the Project's estimated new electrical consumption of 3,533,210 kWh/year, the Project would account for approximately 0.015 percent of LADWP's total projected sales, and thus its supplies, in the Project's opening year. Thus, the Project would result in the use of renewable and non-renewable electricity resources on a relatively small scale. Additionally, the Project would include energy conservation features, including energy efficient lighting fixtures, ENERGY STAR-rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems for the 432 residential units. The Project would also install solar panels on the roof level. As with the Project, the other future related projects would also be expected to incorporate energy conservation features, comply with applicable regulations (e.g., anti-idling vehicle regulations during construction), the 2016 Title 24 standards and CALGreen code, the Los Angeles Green Building Code, and incorporate mitigation measures, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet their respective needs. Thus, use of electricity resources by cumulative development in the Project area would be reduced by conservation features and measures that would be implemented by each individual development project and by state measures requiring LADWP to obtain more of its supplies from renewable resources. Overall, development of the Project and related projects would not result in the wasteful, inefficient and unnecessary use of electricity, and cumulative impacts would be less than significant.

Natural Gas

As discussed previously, based on the 2018 California Gas Report, the CEC estimates natural gas capacity within SCG's planning area will be approximately 3,775 million cf per day in 2023 (the Project's opening year). The Project, which would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code and the L.A. Green Building Code, would account for approximately 0.0005 percent of the 2023 forecasted consumption in SCG's planning area. Thus, the Project would result in the use of natural gas resources on a relatively small scale. As with the Project, the related projects would also be expected to incorporate energy conservation features, comply with applicable regulations including the 2016 Title 24 standards and CALGreen code, the Los Angeles Green Building Code, and incorporate mitigation measures, as necessary. In addition, development projects within SCG's service area, including the

Project and related projects, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. Therefore, although development of the Project and related projects would result in the use of natural gas resources, the use of such resources would not occur in a manner that is considered to be wasteful, inefficient, and unnecessary. Cumulative impacts associated with natural gas use by the Project and related projects would be less than significant.

Transportation Energy

As shown in Table 6-10, it is estimated that Project would result in the annual consumption of approximately 415,205 gallons of gasoline fuel and 15,403 gallons of diesel during operations, resulting in the consumption of a total of 430,608 gallons of petroleum-based fuels per year. Based on reported data collected by retail transportation fueling stations on gasoline and diesel fuel sales in California, the amount of gasoline and diesel sales in 2018 for Los Angeles County was approximately 3,638 and 253 million gallons, respectively. As such, the annual transportation-related fuel usage for the Project would represent approximately 0.01 percent and 0.006 percent of Los Angeles County's 2018 annual on-road gasoline- and diesel-related energy consumption.

As discussed previously, the Project includes conservation measures and design features that would decrease consumption of petroleum-based fuels, including its location within an identified transit priority area. The mixed-used nature of the Project and its urban infill location in proximity to public transit options would reduce VMT by encouraging use public transit (as opposed to passenger vehicle trips) and walking by residents. In addition, the Project proposes to be prewired for electric vehicle (EV) charging at 30 percent of its parking capacity for future use, of which ten percent will be installed with chargers for immediate us by EVs, in accordance with the CALGreen Code. The Project would also install 194 long-term and 30 short-term bicycle parking spaces. As such, the development of the Project would not cause wasteful, inefficient or unnecessary consumption of petroleum-based fuels and would promote walking, biking, and other modes of public transportation. As with the Project, other related projects would also be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provisions of the SCAG 2016 RTP/SCS for the land use type. Each related project would need to demonstrate consistency with State and regional goals for reducing VMT and, where necessary, would need to incorporate project design features or mitigation measures as required under CEQA to achieve consistency with these goals. Additionally, the consumption of transportation-related fuels by the Project and related projects would also be minimized over time due to improvements to vehicle fuel economy or passenger vehicles pursuant to federal and State regulations. Thus, development of the Project and related projects would not result in a cumulatively considerable impact related to the consumption of transportation-related fuels. This cumulative impact would be less than significant.

Conclusion

The Project's contribution to cumulative impacts related to energy consumption would be less than significant and would not be cumulatively considerable.

6.7 Geology and Soils

The following discussion of Geology and Soils is based, in part, on the Preliminary Geotechnical Investigation prepared by Byer Geotechnical Inc, dated March 30, 2020. A Geotechnical Evaluation report prepared by Twining Inc. on June 15, 2017 was used also as a reference. The City of Los Angeles Department of Building and Safety submitted A Soils Approval Letter for the Project on April 28, 2020. The Geotechnical Report is attached hereto as Appendix E. The following discussion of paleontological resources is based on the Cultural and Paleontological Resources Assessment Report prepared by ICF in September 2019.

Would the project:

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

Less Than Significant Impact. Southern California is historically, a seismically active region. The western edge of the North American continent is in contact with the Pacific tectonic plate. Movement of these plates results in a buildup of stress along the margins. Stress is generally relieved through faulting and / or folding of the crustal rock. When slippage occurs along one of the many faults in California, the ground shakes. Earthquakes are considered common to the Southern California region and the Project Site will most likely undergo shaking during the lifespan of the structures. The amount of shaking that structures will be subjected to depends upon several factors including: the distance from the earthquake, the magnitude of the quake, and the type of earth materials that lie beneath the site.

The Geotechnical Report notes that no known surface traces of active faults traverse the Project Site. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest potential seismic source is believed to be the Verdugo fault, a northeast dipping reverse fault located about 1 mile to the east of the Project Site. The Verdugo fault is capable of producing a maximum magnitude of 6.9 and an average slip rate of 0.5 millimeters per year. As concluded in the Geotechnical Report, there are no active or potentially active faults close enough to the Project Site to produce fault rupture or surface displacement at the Project Site. The Project would not contain uses or activities that would exacerbate the activity of a known earthquake fault.

Conclusion

The Project would not directly or indirectly cause potential substantial adverse impacts from fault rupture. Impacts are less than significant, and no mitigation measures are required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. A significant impact would occur if the Project would exacerbate the risk of personal injury or death or property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities have been associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Malibu Coast, and Palos Verdes Hills Faults). Although the Project Site is located within the seismically active Southern California region, it is not exposed to a seismic risk greater than other properties in the City. The level of ground shaking that would be experienced at the Project Site from active or potentially active faults, or blind thrust faults, in the region would be a function of several factors, including earthquake magnitude, type of faulting, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. Moreover, notably, the effects of seismic ground shaking on the Project and its future occupants is not an environmental impact under CEQA, which only analyzes the impacts on the environment caused the Project and not the other way around. CEQA only requires an analysis as to whether the Project would exacerbate an existing condition in manner that would present risk to future occupants and the public.

Nevertheless, while it is likely that future earthquakes produced in Southern California would shake the Project Site, modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and other forms of building reinforcement. As with any new project development in the State of California, building design and construction are required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provisions of the 2016 California Building Code (CBC).

The 2016 edition of the CBC is based on the 2015 International Building Code (IBC) published by the International Code Council, which replaced the Uniform Building Code. The 2016 CBC contains California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standard ASCE/SEI 7-16, Minimum Design Loads for Buildings and Other Structures, provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (such as wind loads) for inclusion into building codes. Seismic design provisions of the building code generally prescribe minimum lateral forces applied statically to the structure, combined with the gravity forces of the dead and live loads of the structure, which the structure then must be designed to withstand. The prescribed lateral forces are generally smaller than the actual peak forces that would be associated with a major earthquake. Consequently, structures should be able to: (1) resist minor earthquakes without damage, (2) resist

moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage.³⁰

The 2016 CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Compliance with requirements would reduce seismic ground shaking impacts to the maximum extent practicable under current engineering practices. The Project would not contain uses or activities that would exacerbate the risks from existing environmental conditions.

Conclusion

The Project would not directly or indirectly cause potential substantial impacts related to strong seismic ground shaking. Impacts would be less than significant, and no mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is an earthquake related phenomena, that generally occurs where the underlying sandy soil has a low to moderate density in areas where high groundwater conditions exist. As noted in the Geotechnical Report, based on boring activity at the Project Site by Byer Geotechnical Inc. and Twinning's Inc., groundwater was encountered at a depth of 51.5 feet. Based a review of hydrological records of the Los Angeles County of Public works, groundwater levels in the vicinity of the Project Site range from 170 feet to 339 feet below grade. State groundwater maps indicates that the historic high groundwater levels at the site are about 130 feet below the ground surface. The Project would excavate to approximately 25 below the surface and is not expected to encounter groundwater. A review of available seismic hazard maps indicates the Project Site is not located within an area susceptible to liquefaction. The Project is not located within a liquefaction area as identified in the City of Los Angeles General Plan Safety Element. Liquefaction is not expected to occur at the site during the lifespan of the project. Subsequently, the risk for seismically induced settlement, lateral spreading and ground effects phenomena such as sandboils, ground fissures, etc., is considered to be low.

The Project would not contain uses or activities that would exacerbate existing environmental conditions.

Conclusion

The Project would not directly or indirectly cause potential substantial impacts related to ground failure or liquefaction. Impacts would be less than significant, and no mitigation measures are required.

³⁰ 2016 California Building Code, Part 2, Volume 2, Section 1613, https://codes.iccsafe.org/content/chapter/1832/?site_type=public. Accessed August 2, 2019.

iv. Landslides?

No Impact. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. The Project Site is relatively flat; the total elevation difference between southeast corner and northwest corner of the Project Site is 2 feet, with little topography that could create the likelihood of landslides or earthquake-induced landslides. As shown in the State's Landslide Inventory, the Project Site is not located within a landslide inventory area.³¹ Further, the Project Site is not located within an area of historically earthquake-induced landslides identified on the Earthquake-Induced Landslides Zones map prepared by the City of Los Angeles.³² The Project would not contain uses or activities that would exacerbate existing environmental conditions.

Conclusion

The Project would not directly or indirectly cause potential substantial impacts related to landslides. No impact would occur, and no mitigation is required.

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

Less Than Significant Impact. The Project Site is currently developed with office and a singlestory commercial building, paved surface parking, and storage areas. There are limited areas of landscaping within the Project Site. Project construction would involve ground-disturbing activities (e.g., excavation, grading, and foundation construction) that would expose soils for a limited time and allow for possible erosion.

However, the potential for erosion would be reduced by implementation of required regulatory erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the LADBS, which would include requirements and standards designed to limit potential impacts associated with erosion. In addition, on-site grading and site preparation would be required to comply with all applicable provisions of Chapter IX, Article 1, Division 70 of the LAMC, which address grading, excavations, and fills. This LAMC division requires that all grading activities occur in accordance with grading permits issued by LADBS. The permits typically require that excavation and grading activities be scheduled during dry weather periods. Should grading activities occur during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) must be prepared pursuant to the "Manual and Guideline for Temporary and Emergency Erosion Control," adopted by the Los Angeles Board of Public Works. The WWECP would include measures such as diversion dikes to channel runoff around the Project Site. Division 70 also requires that stockpiles, excavated, and exposed soil be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a biodegradable soil stabilizer. A deputy grading inspector is required to be on-site during grading operations to ensure adhered to applicable regulations. Lastly, as Project construction would require

³¹ California Department of Conservation, Division of Mines and Geology, Shttps://maps.conservation.ca.gov/cgs/lsi/app/ Los Angeles County, Accessed August 7, 2019.

³² City of Los Angeles, Bureau of Engineering, Department of Public Works, Navigate LA website: https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/ParcelProfileDetail2?pin=189B169-328, Accessed August 7, 2019.

greater than 1 acre of ground-disturbing activities, the Applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) permit.³³ The SWPPP incorporates best-management practices (BMPs) in accordance with the City of Los Angeles' Best Management Practices Handbook, Part A - Construction Activities, to control erosion and to protect the quality of surface water runoff during the Project's construction period.³⁴

Following the completion of construction, the potential for erosion would be relatively low due to the fact that the Project Site would be largely impervious and include drainage control features. The use of hardscape and landscape plantings would act as an effective barrier to soil erosion by impeding direct contact between precipitation/irrigation and on-site soils.

With conformance with applicable regulations, including implementation of an erosion control plan as part of a SWPPP, and required drainage control features, impacts regarding wind or waterborne erosion during construction and operation of the Project would be less than significant.

Conclusion

The Project would not directly or indirectly cause potential substantial impacts related to soil erosion or the loss of topsoil. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. Impacts related to liquefaction and landslides are addressed above under Items 6.7.a.iii and 6.7.a.iv, respectively. As indicated above, the Project Site is not located within an area susceptible to liquefaction. Lateral spreading results from earthquake-induced liquefaction, causing landslides associated with gentle slopes that flow laterally, like water. Land subsidence is a gradual settling or sudden sinking of the Earth's surface and can occur when large amounts of groundwater have been withdrawn from certain types of sediments, causing the land to subside. Therefore, considering the relatively flat topography and low potential for liquefaction at the Project Site, the potential for lateral spreading at the Project Site would also be low.

Since the Project Site is not located in a liquefaction zone and does not contain drainage channels or streams, and the Project would not remove any groundwater below the surface, the risk that development of the Project would cause or accelerate lateral spreading, landslides, subsidence, liquefaction, or collapse is low. Furthermore, all unconsolidated fill materials currently at the Project Site would be removed or compacted, as required by the City of Los Angeles Uniform

³³ United States Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Permits. https://www.epa.gov/npdes/npdes-state-program-information Accessed August 7, 2019.

³⁴ City of Los Angeles' Best Management Practices Handbook, Part A - Construction Activities. http://www.lastormwater.org/wp-content/files_mf/parta.pdf Accessed August 7, 2019.

Building Code standards. The Project would not contain uses or activities that would exacerbate existing environmental conditions.

Conclusion

The Project would not directly or indirectly cause potential substantial impacts related to lateral spreading, landslides, subsidence, liquefaction, or collapse. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs to support on grade. As stated in the Geotechnical Report, the onsite subsurface materials consist of fine to coarse grained silty sand. and expansion hazards are considered low. Regardless, the Project would be required to adhere to applicable provisions of the City's Building Code, which would address any potential for expansion. The Project would not contain uses or activities that would exacerbate existing environmental conditions.

Conclusion

Impacts related to substantial risk to life or property that could potentially cause direct or indirect adverse impacts as a result of expansive soils would be less than significant and no mitigation is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative waste disposal systems.

Conclusion

No impact that could potentially cause direct or indirect adverse effects would occur and no mitigation is required.

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

Less Than Significant Impact. The following discussion of paleontological resources is based on the Cultural and Paleontological Resources Assessment Report prepared by ICF in September 2019 which included a review of the Geotechnical Report and a fossil localities search requested by ICF

from the Natural History Museum of Los Angeles County (NHMLAC) on April 22, 2019, for the Project area.

The Project Site and its immediate vicinity are underlain by Quaternary young alluvial-fan deposits (Holocene and Late Pleistocene), which are described as "unconsolidated gravel, sand and silt, bouldery near mountain fronts, deposited chiefly from flooding streams and debris flows." These deposits have low to moderate paleontological resource sensitivity. The younger deposits are too young to contain fossils, but the potential for paleontological resources increases with depth.

In response to the fossil localities search requested by ICF on April 22, 2019, the NHMLAC indicated on May 6, 2019, that it had no recorded fossil localities in the Project footprint or the surrounding area. Based on this locality records search, no paleontological resources are known to be present in the Project footprint or within the 0.5-mile buffer of the Project Site. However, the NHMLAC advised that deeper excavations in the Project area that extend down into the older Quaternary sediments may well encounter significant vertebrate fossils.

Several gravel pits surrounding the Project Site have exposed soils, consisting of Quaternary old alluvial-fan deposits (Late to Middle Pleistocene). Quaternary old alluvial-fan deposits are described as "slightly to moderately consolidated silt, sand, and gravel deposits on alluvial fans." Older alluvial deposits have high sensitivity for paleontological resources, which are likely to include terrestrial vertebrates such as mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-toothed cats, horses, camels, and bison. However, these deposits begin at approximately 700 feet above sea level, which is 100 feet below the Project Site's elevation of 800 feet above sea level. The proposed excavations for the Project's building foundations are expected to be up to 25 feet deep within the Quaternary young alluvial-fan deposits. These deposits are assigned a low paleontological sensitivity rating.

Furthermore, the Project Applicant would be required to comply with the City's standard condition of approval related to the inadvertent discovery of subsurface resources. In the event that any paleontological resources are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. With compliance with the condition of approval, impacts would be less than significant.

Therefore, the Project is not expected to cause a substantial adverse change in the significance of a paleontological resource.

Conclusion

No impact that could potentially cause direct or indirect adverse effects would occur and no mitigation is required.

Cumulative Impacts: Geology and Soils

Impacts associated with geologic and soil issues are typically confined to individual project sites or within a very localized area because of site-specific conditions. Related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to seismic hazards. The Los Angeles Building Code would require consideration of seismic design for all related projects. Related projects would be required to implement LAMC regulations for grading and excavations during construction, including SWPPP and Low Impact Development (LID) requirements. In addition, the related project sites are located in a highly urbanized area and would connect to existing wastewater infrastructure. Thus, the related projects would not need to use septic tanks or alternative waste disposal systems.

The Project Site is not located within a State-designated hazard zone for earthquake induced liquefaction or landslides. The Project and related projects would be required to comply with guidelines and building code regulations pertaining to seismic hazards and with approved geotechnical recommendations, risks associated with seismic rupture, lateral spreading, subsidence, liquefaction, or collapse would also be less than significant. The Project and related projects would comply with LAMC Regulations related to excavation and grading and would not require the need for septic tanks or alternative waste disposal systems.

Many of the related projects would require excavation that could potentially expose or damage potential paleontological resources. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures would be identified for those related projects that have the potential to cause significant impacts to undiscovered paleontological resources. Implementation of such mitigation measures for the related projects would avoid significant impacts to paleontological resources and human remains.

As discussed previously, the City's standard condition of approval would ensure the Project would not cause a significant impact on a unique paleontological resource. Thus, the Project's contribution to cumulative impacts would not be cumulatively considerable.

Conclusion

The Project's contribution to cumulative geology and soils impacts would be less than significant and would not be cumulatively considerable. No mitigation is required.

6.8 Greenhouse Gas Emissions

Details of the greenhouse gas (GHG) analysis are provided in the Air Quality and Greenhouse Gas Technical Report contained in Appendix A.

Would the project:

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

Less Than Significant Impact. CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions. Section 15064.4(a) provides that a lead agency shall make a good-faith effort based, to the extent possible, on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Section 15064.4(a) further provides that a lead agency shall have the discretion to determine, in the context of a particular project, whether to: (1) quantify GHG emissions resulting from a project and/or (2) to rely on qualitative analysis or performance-based standards.

CEQA Guidelines Section 15064.4(b) also provides that, when assessing the significance of impacts from GHG emissions, a lead agency should focus the analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change and consider a timeframe that is appropriate for the project. The lead agency's analysis should reasonably reflect evolving scientific knowledge and State regulatory schemes, and consider (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions, (2) whether the project's GHG emissions exceed a threshold of significance that the lead agency determines applies to the project, and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The analysis of the potential impacts from the Project's GHG emissions follows this approach.

The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for evaluating GHG emissions. Instead, they leave the determination of the significance of GHG emissions up to the lead agency and authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (CEQA Guidelines Sections 15064.7[b] and 15064.7[c]). The City has not adopted a threshold with supporting analysis setting forth approaches and guidelines for analyzing GHG emissions and climate change in CEQA documents. Additionally, although the City prepared its Sustainable City pLAn in 2015, followed by the update in 2019, these plans do not adopt thresholds of significance and otherwise do not meet the criteria established under CEQA Guidelines Section 15183.5(b) to be considered as qualified GHG reduction plans. Furthermore, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects).

In the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency could

rely on regulatory compliance to show a less-than-significant GHG impact if the project complies with or exceeds those programs adopted by CARB or other State agencies. The Project is expected to be in operation by 2023. With respect to GHG regulations in the post-2020 period, the State has established a GHG emissions reduction target for 2030 that has been codified in law through Senate Bill (SB) 32 and CARB's 2017 Scoping Plan was adopted to meet this goal. Therefore, 2030 marks the next statutory statewide milestone target applicable to the Project. The plan to achieve these statewide emission reduction goals is provided by the 2017 Scoping Plan (and future updates) and demonstrating consistency with the 2017 Scoping Plan will demonstrate that the Project is doing its fair share towards achieving statewide reduction targets.

Overall, in the absence of any adopted quantitative threshold and in accordance with case law and the CEQA Guidelines, the City, the lead agency, has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's 2017 Scoping Plan, SCAG's 2016 RTP/SCS, and the City's Sustainable City pLAn and Green Building Code.

Note that GHGs and climate change are exclusively cumulative impacts; there are no noncumulative GHG emissions impacts from a climate change perspective.³⁵ Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis herein analyzes the cumulative contribution of Project-related GHG emissions.

Principle Greenhouse Gases

The principle anthropogenic (human-made) GHGs listed by the Intergovernmental Panel on Climate Change (IPCC) that contribute to global warming are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds, including sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic sources. California law and the CEQA Guidelines contain a similar definition of GHGs (Health and Safety Code Section 38505(g); 14 CCR Section 15364.5).

The primary GHGs of concern associated with the Project are CO₂, CH₄, and N₂O. Principal characteristics of these pollutants are discussed below.

• **CO**₂ enters the atmosphere through fossil fuels (oil, natural gas, and coal) combustion, solid waste decomposition, plant and animal respiration, and chemical reactions (e.g., manufacture of cement). CO2 is also removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle.

³⁵ California Air Pollution Control Officers Association. 2008. CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. January.

- **CH**₄ is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal solid waste landfills.
- N_2O is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Methods have been set forth to describe emissions of GHGs in terms of a single gas to simplify reporting and analysis. The most commonly accepted method to compare GHG emissions is the global warming potential (GWP) methodology defined in IPCC reference documents. IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of carbon dioxide equivalent (CO₂e), which compares the gas in question to that of the same mass of CO₂ (CO₂ has a global warming potential of 1 by definition). The GWP values used in this analysis are based on the IPCC Fourth Assessment Report (AR4) and United Nations Framework Convention on Climate Change reporting guidelines.³⁶ The AR4 GWP values are consistent with those used in CARB's most recent GHG inventory and the 2017 Scoping Plan Update.

SB 375 CEQA Streamlining

Section 21159.28 of the Public Resources Code (PRC), which was added under SB 375 that was enacted in 2008, provides that residential and mixed-use projects that meet certain criteria are eligible for CEQA streamlining, provided that CARB has accepted the Metropolitan Planning Organization's determination that the project area's SCS achieves the GHG emission reduction targets established by CARB for the region. Specifically, the eligibility criteria for CEQA streamlining under PRC Section 21159.28 is as follows:

- The project must be either a residential or mixed-use residential project where at least 75 percent of the total building square footage of the project consists of residential use, or a project that is a Transit Priority Project (TPP) as defined in Section 21155.
- The project must be consistent with the use designation, density, building intensity, and applicable policies specified for the project area in a CARB-accepted SCS.
- The project must incorporate the mitigation measures required by an applicable prior environmental document.

In cases where a project meets the criteria under Section 21159.28, the project would qualify for SB 375 CEQA Streamlining whereby no environmental analysis is required of: (1) project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network or (2) growth-inducing impacts. As discussed in Section 3, SCEA Criteria and Transit Priority Project Consistency Analysis, the Project has been determined to meet the criteria of Section 21159.28 for CEQA streamlining benefits. As such, no

³⁶ Intergovernmental Panel on Climate Change. 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change. Available: https://www.ipcc.ch/site/assets/uploads/2018/05/ar4_wg1_full_report-1.pdf.

analysis of GHG emission impacts resulting from passenger cars and light-duty trucks associated with the Project is required.

Project Design Features

The following GHG-reducing PDF measure, which lists specific baseline development features that would be implemented by the Project Applicant and agreed to by the City, would be incorporated into the Project:

PDF-GHG-1:

- The Project shall install energy efficient appliances.
- The Project shall install low-flow plumbing fixtures.
- The Project shall provide 19 short-term and 183 long-term bicycle parking spaces at the Project Site.
- The Project shall plant a total of 117 trees, 15 of which would be street trees, along with native and drought-tolerant vegetation such as shrubs and ground cover.
- The Project shall install solar panels on 15 percent of the rooftop space of the proposed mixed-use building.
- The Project shall install prewiring for electrical vehicle (EV) charging for 30 percent of the total parking spaces provided at the Project Site.
- The Project shall provide EV parking spaces that are installed with chargers and ready for immediate EV use for 10 percent of the total parking spaces provided at the Project Site.
- The Project shall not provide any indoor fireplaces for residential units.
- The Project shall install outdoor power outlets to facilitate the use of electric landscaping equipment for maintaining common areas.
- The Project shall enroll in the organic waste recycling services provided by the solid waste collection service provider and ensure that compostable receptacles will be provided for the multi-family uses to reduce landfilled waste.

Short-term Construction

Construction of the Project would result in temporary generation of GHG emissions related to offroad equipment use and on-road vehicle operations. As mentioned previously, GHG emissions are measured exclusively as cumulative impacts; therefore, the Project's construction emissions are considered part of the total GHG emissions for the Project lifecycle, which also include GHG emissions during operations. In accordance with SCAQMD guidance, the Project's construction emissions are amortized over a 30-year period and the resulting annual emissions are combined with the Project's annual operational GHG emissions.

Table 6-11 below shows GHG emissions related to construction of the Project. As shown, construction of the Project is estimated to generate a total of $2,142 \text{ MTCO}_2e$ over the construction

period. When amortized over a 30-year period, the Project's construction GHG emissions would be approximately 71 MTCO₂e per year. Because construction emission sources would cease once construction is complete, construction emissions are considered short term.

Construction Years	Estimated GHG Emissions (MTCO ₂ e) ^a
2019	79
2020	842
2021	514
2022	508
2023	200
Total Construction Emissions	2,142
Annual Construction Emissions (Amortized over 30 years)	71

 TABLE 6-11

 ESTIMATED SHORT-TERM CONSTRUCTION RELATED GHG EMISSIONS

Source: Emissions modeling by ICF using CalEEMod version 2016.3.2 (Appendix A).

^a Totals may not add up due to rounding.

Long-term Operation

Area and indirect sources of GHG emissions associated with the Project would primarily result from electricity and natural gas consumption, water transport (the energy used to deliver water to and from the Project Site), and solid waste generation. GHG emissions from electricity consumed on the Project Site would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. In addition, the new residential and retail uses at the Project Site would also generate mobile source emissions from motor vehicle trips generated by residents and patrons.

The estimated operational GHG emissions resulting from the Project are shown in Table 6-13. Additionally, in accordance with SCAQMD's recommendation, the Project's amortized construction-related GHG emissions from Table 6-11 are added to the operational emissions estimate in order to determine the Project's total annual GHG emissions.

 Table 6-12

 ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS FROM PROJECT OPERATION IN 2021 (METRIC TONS PER YEAR)

Emission Source	Estimated Annual GHG Emissions (MTCO ₂ e per year)
Area	12
Energy	1,430
Mobile ^b	777
Waste	41
Water/Wastewater	197
Total Annual Operational Emissions ^a	2,457
Amortized Construction	71
Total Annual Project Emissions ^a	2,527

Source: ICF Emissions Modeling (Appendix A).

As shown in Table 6-12, the Project's total annual GHG emissions would be approximately 2,527 MTCO₂e per year.

As discussed in the Methodology section, above, the Project's compliance with regulatory programs is used to analyze the significance of its potential impacts with respect to GHG emissions dating from its post-2020 completion and operation. Under this threshold approach, the Project's GHG emissions are evaluated for consistency with each major emission sector (e.g., energy, water, waste, mobile, and stationary) addressed in the 2017 Scoping Plan to determine whether the Project's emissions would conflict with applicable sector-specific reduction targets and strategies identified in the 2017 Scoping Plan to meet the State's 2030 target under SB 32. The following sections present the sector-by-sector analysis of the Project's potential GHG impacts.

Area Emissions

As shown in Table 6-12, emissions associated with area sources would be approximately 12 MTCO₂e per year. The Project's area sources include gasoline-powered landscaping equipment (e.g., trimmers, mowers) and the outdoor courtyard fireplaces. Area source emissions associated with landscaping equipment are based on CalEEMod's default assumptions, which estimates equipment usage based on square footage of new building space. The landscaping at the Project Site would include trees, shrubs, and ground cover vegetation as opposed to grassed lawn areas, thereby minimizing the routine use of mowers and other landscaping equipment. Additionally, the Project's landscaped areas would be comprised of native and drought tolerant vegetation. This type of landscaping typically requires minimal pruning and maintenance, which also serves to minimize the use of fuel-powered landscaping equipment. The 2017 Scoping Plan does not include specific measures or 2030 emissions reduction requirements for landscaping equipment. While the inevitable transition away from fossil fuel equipment would be needed to achieve carbon neutrality by 2045, the 2017 Scoping Plan did not assume all electric landscaping equipment in their 2030 reduction analysis. Thus, because the use of trees and shrubs instead of grass lawn areas by the Project would reduce landscaping emissions relative to buildings that largely incorporate grass, the Project would be consistent with the 2017 Scoping Plan's overall goal of reducing emissions from fossil-fueled landscaping equipment.

Area source emissions associated with the Project's four outdoor courtyard fireplaces (i.e., two fireplaces and two fire pits), which would be natural gas fired, were accounted for in CalEEMod by selecting the use of natural gas fireplaces at four of the 432 total residential units proposed at the Project Site. For the purpose of conducting a conservative analysis, it was assumed that these outdoor fireplaces would be used 30 percent of the year. However, none of the 432 residential dwelling units would be equipped with indoor fireplaces under the Project. Because the Project would not supply the residential units with indoor fireplaces and would be limited to only four outdoor fireplaces, the fireplace emissions from the Project would be reduced relative to a residential building that supplies indoor fireplaces to its dwelling units. Thus, by not supplying indoor fireplaces for the residential units, the Project would be consistent with the 2017 Scoping Plan's goal of reducing GHG emissions associated with natural gas usage.

^a Totals may not add up due to rounding.

^b As the Project is a transit priority project that qualifies for SB 375 CEQA streamlining, the mobile-related GHG emissions presented in this table exclude those generated from passenger cars and light-duty trucks pursuant.

Energy Emissions

GHGs are emitted directly from buildings through the combustion of any type of fuel (e.g., natural gas for cooking). GHGs can also be emitted indirectly from the generation of electricity. The 2017 Scoping Plan outlines strategies to reduce energy demand and fossil fuel use, while increasing energy efficiency and renewable energy generation. These strategies include transitioning to cleaner fuels, greater efficiency in existing buildings, and electrification of end uses in commercial sectors. As shown in Table 6-12, the Project's building energy emissions would be approximately 1,430 MTCO₂e per year.

OPR's 2018 *CEQA and Climate Change Advisory* recommends that a land use development project that "achieves applicable building energy efficiency standards, uses no natural gas or other fossil fuels, and includes Energy Star appliances where available, may be able to demonstrate a less-thansignificant greenhouse gas impact associated with project operation." While OPR recommends new buildings do not consume fossil fuels, the 2017 Scoping Plan does not assume all electric buildings in their 2030 reduction analysis. Rather, the 2017 Scoping Plan assumes new gas appliances will be high efficiency.

The Project would install energy-efficient HVAC and lighting systems, Energy Star appliances, and meet Cal Green and Title 24 Building Standards Code requirements. The Project would also include solar panels on 15 percent of the proposed mixed-use building's rooftop space. Though the Project would allow for natural gas appliances and heating, all units would meet high efficiency standards, consistent with the assumptions and emissions reduction requirements of the 2017 Scoping Plan for 2030. Thus, the Project would be consistent with the 2017 Scoping Plan's overall goal of reducing building energy emissions to meet the State's 2030 GHG reduction target.

Mobile Source Emissions

GHG emissions associated with on-road mobile sources are generated from residents, workers, and visitors, and delivery vehicles traveling to and from the Project Site. As noted previously, because the Project is a transit priority project that qualifies for CEQA streamlining under SB 375, no environmental analysis is required for the Project's GHG emissions from passenger cars and light-duty trucks. As shown in Table 6-13, emissions from mobile sources (excluding passenger cars and light-duty trucks) would be approximately 777 MTCO2e per year. It should be noted that these emissions are for the opening year (2023) of the Project, and that future annual emissions from mobile sources associated with the Project would continue to decline as the State's transportation sector transitions to zero-emission and lower-emission vehicles.

As discussed above, CARB acknowledges that reductions in VMT are required to meet the State's long-term climate change goals. The Project's urban infill location, with nearby access to public transportation in proximity to the Project Site, is consistent with State and local VMT reduction policies. The Project Site is in close proximity to multiple bus stops with high frequency transit service, including Metro Bus lines 224 and 353/152 that run along Lankershim Boulevard. Other transit bus service located within one mile of the Project Site is provided along Laurel Canyon Boulevard, Roscoe Boulevard/Tuxford Street, Saticoy Street, and Vineland Avenue/Sunland Boulevard. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which

serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. Additionally, designated "Tier 2" bike lanes under the City's Mobility Plan 2035, which are bicycle lanes with striped separation on arterial roadways, are provided near the Project Site along Lankershim Boulevard north of Burbank Boulevard, along Laurel Canyon south of Strathern Street, and along Strathern Street west of Laurel Canyon, which would serve to reduce VMT. As a mixed-use development that is located within walking distance of businesses in the area and multiple transit options, the Project would also encourage pedestrian travel.

The Project would provide a total of 224 bicycle parking spaces at the Project Site, satisfying LAMC requirements to support bicycling by its residents and visitors. Thus, the Project's location in an urban infill site within a high-quality transit area (HQTA), as defined by SCAG, and a TPA along with its mix of land uses would encourage the use of transit, walking and bicycling. As such the Project would reduce VMT from automobiles and minimize GHG emissions associated with mobile emissions. Furthermore, in accordance with the CALGreen code the Project would install pre-wiring for EV charging spaces for 30 percent of its total parking capacity for future use, with 10 percent of the parking spaces having chargers installed for immediate use by EVs. The provision of EV spaces at the Project Site would further reduce mobile GHG emissions. Overall, the Project would be consistent with the state's goal of reducing VMT.

Land Use Emissions

The existing landscaping on the Project Site is limited and consists of 35 non-native and nonprotected trees. As part of the Project, these existing trees would be removed and replaced with 117 trees, for a net increase of 82 trees. Additionally, the Project Site would also plant other native and drought-tolerant vegetation such as shrubs and ground cover. The increase in trees and vegetation at the Project Site would increase carbon sequestration over existing conditions. While there are no relevant measures in the 2017 Scoping Plan or explicit regulatory requirements related to tree or vegetation planting, the 2017 Scoping Plan does discuss the importance of maintaining natural and working lands, which also encompass green spaces in urban and built environments, to serve as a carbon sink. Additionally, the 2017 Scoping Plan notes that the creation and management of parks and other green space in urban areas, including expansion of the existing urban tree canopy, would help to reduce GHG emissions. Thus, the additional trees and native and drought-tolerant vegetation by the Project would be consistent with the 2017 Scoping Plan's overall goal of avoiding losses in carbon sequestration.

Waste Emissions

Solid waste may be disposed in landfills or diverted for recycling, composting, or reuse. GHG emissions from landfills are generated through anaerobic breakdown of material. The 2017 Scoping Plan aims to reduce waste emissions by diverting waste away from landfills through waste reduction, re-use, composting, and material recovery. In addition, AB 341 requires mandatory recycling for certain commercial businesses, including a multi-family residential dwelling of five units or more.

As shown in Table 6-12, emissions associated with waste would be approximately 41 MTCO₂e per year. As of February 1, 2018, a new waste and recycling system for all businesses and large apartment complexes in the City referred to as "recycLA" was implemented by the LA Sanitation, which is responsible in overseeing the collection and recycling of waste generated by residential, commercial and industrial uses in the City and surrounding communities. Under the recycLA program, the City is divided into 11 different service zones and waste collection contracts are awarded to seven different companies to collect trash at businesses, apartment buildings, and condos in those areas. Part of the services that recycLA will offer to businesses and large multifamily customers include blue bins for recycling and organics recycling. The implementation of this program aims to reduce landfill disposal by one million tons per year by 2025 and reduce waste by 65 percent in all 11 of the City's service zones, with the goal of achieving zero waste by 2050. Thus, upon its completion and operation in 2023, the Project would be served by this solid waste collection and recycling service, which is consistent with the 2017 Scoping Plan's overall goal of reducing waste emissions and its specific strategy to avoid landfill methane emissions by reducing the disposal of landfilled waste and organics through programs such as edible food recovery programs. In addition, these features would support and comply with AB 341's mandatory recycling requirement and support the state's recycling goal.

Water and Wastewater Emissions

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of water. The 2017 Scoping Plan outlines objectives and goals to reduce GHGs in the water sector, including using and reusing water more efficiently through greater water conservation, drought tolerant landscaping, stormwater capture, and water recycling. Regulations have further targeted water supply and water conservation (e.g., SB X7-7) through building and landscaping efficiency (e.g., Title 24).

As shown in Table 6-12, the annual emissions associated with water use would be approximately 197 MTCO₂e during the Project's opening year. The Project would incorporate water efficiency measures in compliance with the applicable requirements of the California Green Building Standards Code and the City of Los Angeles Green Building Code, which incorporates by reference the CALGreen Code. The Project's design would utilize low-flow plumbing fixtures that at a minimum comply with the flush volumes and gallons per minute water rates in the CALGreen Code and City requirements that decreases indoor water use. Outdoor water conservation measures include the installation of water-efficient irrigation systems and the planting of water-efficient landscaping consisting of native and drought-tolerant vegetation to minimize irrigation requirements. Thus, the indoor and outdoor water conservation measures of the Project serve to support ongoing regulatory programs (e.g., SB X7-7, Title 24) that aim to reduce GHG emissions associated with conveying water and distributing water to ultimately achieve climate neutrality.

Conclusion

As discussed above, the Project's sustainability measures are consistent with applicable polices from the 2017 Scoping Plan and regulatory programs for the area, energy, water, waste, and land

use sectors. The Project's consistency with other statutes and policies related to GHG reduction efforts identified in the 2017 Scoping Plan are identified in AB 32, SB 32, and the 2017 Scoping Plan section under Item 6.8b below. The Project would also result in a net increase in trees at the Project Site along with other native and drought-tolerant vegetation over existing conditions, and therefore would be consistent with the 2017 Scoping Plan's overall goal of avoiding losses in carbon sequestration. The location of the Project in an urban infill site in proximity to multiple transit options along with its mixed-use development of residential and commercial uses would also result in a reduction in VMT that is consistent with the 2017 Scoping Plan's long-term climate change goals. Overall, GHG emissions from construction and operation of the Project would have a less than significant impact on the environment.

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

Less Than Significant Impact.

SCAG 2016 RTP/SCS

The 2016 RTP/SCS is a long-range planning document that balances future mobility and housing needs with economic, environmental, and public health goals in the SCAG region. One of the key strategies of the plan is to integrate land use, housing, and transportation planning to ensure sustainable regional growth. Goals and policies included in the 2016 RTP/SCS to reduce GHG emissions consist of adding density in proximity to transit stations, mixed-use development and encouraging active transportation (i.e., non-motorized transportation such as bicycling). SCAG's 2016 RTP/SCS complies with SB 375, which requires an SCS to be prepared as part of the RTP by each Metropolitan Planning Organization (MPO) that outlines policies to reduce per capita GHG emissions from automobiles and light trucks. The SCS policies include a mix of strategies that encourage compact growth patterns, mixed-use design, alternative transportation, transit, mobility and access, network expansion, and transportation investment. Table 6-13 shows the Project's consistency with the 2016–2040 RTP/SCS goals and guiding policies.

Applicable Targets	Project Consistency Assessment
2016 RTP/SCS Goals	
1. Align the plan investments and policies with improving regional economic development and competitiveness.	Not applicable. SCAG and its member agencies are responsible for aligning RTP/SCS investments and polices with improving regional economic development and competitiveness. As such, this goal does not apply to individual development projects such as the Project.
2. Maximize mobility and accessibility for all people and goods in the region.	Consistent. The Project would be near multiple transportation routes, place housing near jobs and transit, and provide ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. The Project would include 224 bicycle parking spaces for the residential and commercial uses of the Project, in accordance with LAMC requirements. The Project would encourage pedestrian travel by incorporating new residential and commercial uses in its mixed-use development and locating them on a site that

TABLE 6-13 CONSISTENCY OF PROJECT WITH SCAG 2016–2040 RTP/SCS

Applicable Targets	Project Consistency Assessment
	would be within walking distance to businesses in the area and near multiple transit options.
3. Ensure travel safety and reliability for all people and goods in the region.	Consistent. The Project would involve the construction and operation of a mixed-use development. Although people and goods would travel to and from the Project Site by personal vehicle, transit modes, biking, or walking, the Project would have negligible bearing on regional travel safety and reliability. The Project would not conflict with this goal and would support its implementation by providing off-site street and right of way improvements as part of the development of the Project. The Project would improve public safety infrastructure near the Project Site by providing new lighting within the Project Site and around the perimeter including new building identification lighting, commercial accent lighting, wayfinding, balcony lighting, and security lighting. Pedestrian areas including pathways and entryways into the Project would be well-lit for security and ground-mounted. Pedestrian access to the Project would be distinct from vehicle driveways and the Project would not mix pedestrian and automobile traffic to ensure pedestrian safety. The Project would be subject to Site Plan review to ensure vehicle and pedestrian safety throughout the Project.
4. Preserve and ensure a sustainable regional transportation system.	Not applicable. This Goal is directed towards SCAG and does not apply to individual development projects such as the Project. Nevertheless, the Project is a mixed-use development that would be located near multiple transportation routes, place housing near jobs and transit, and provide ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. The Project would include 224 bicycle parking spaces for the residential and commercial uses of the Project, in accordance with LAMC requirements. The Project would encourage pedestrian travel by incorporating new residential and commercial uses in its mixed-use development and locating them on a site that would be within walking distance to businesses in the area and near multiple transit options. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Strategies that would be implemented as part of the TDM program include educational programs, a transportation information center/kiosk, bicycle amenities, and a contribution to the City Bicycle Plan Trust Fund for implementation of bicycle improvements.
5. Maximize the productivity of our transportation system.	Consistent. The Project is a mixed-use development that would be located near multiple transportation routes, place housing near jobs and transit, and provide ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. By placing housing near jobs and transit, the Project would be consistent with the tenets of smart growth that maximize the productivity of the transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. The Project would locate a mixed-use development in a TPA that would be within walking distance to existing bus lines and a Metrolink station. The Project would also provide long-term and short-term bicycle parking, which would give people more opportunities to bicycle, walk, and pursue other active alternatives to driving. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that would be easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people because they would have greater opportunities for pedestrian and bicycling activity and reduce their reliance on automobiles.

Applicable Targets	Project Consistency Assessment
7. Actively encourage and create incentives for energy efficiency, where possible.	Consistent. The Project would comply with the California Title 24 Building Standards Code and CALGreen Code. Energy savings and a sustainable design would be incorporated throughout the Project. The Project would emphasize energy conservation, which would be achieved through the use of energy-efficient HVAC and lighting systems. In addition, of the 30% of parking spaces that would be prewired for charging, 10% would have chargers installed for immediate use by EVs. The Project would include solar panels on 15% of the mixed-used building's rooftop.
8. Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. The Project would involve construction and operation of a high-density, mixed-use development within a HQTA and TPA near bus and rail transit options; it would incentivize bicycle and pedestrian trips through the provision of supporting infrastructure.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not applicable. This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects such as the Project, and no further analysis is required.
2016 RTP/SCS Guiding Policies	
1. Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	Not applicable. SCAG and its member agencies are responsible for transportation investments and the use of performance indicators. The Project would not conflict with this policy.
2. Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/ SCS priorities for any incremental funding in the region.	Not applicable. SCAG and its member agencies are responsible for the safety, maintenance, and operational efficiency of the transportation system. The Project would not conflict with this policy and would support its implementation by providing off-site street and right of way improvements as part of the development of the Project.
3. RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	Not applicable. This Guiding Policy is directed towards SCAG and the City of Los Angeles and does not apply to individual projects such as the Project. Nevertheless, the Project would advance smart growth by locating a mixed-use development in a TPA within walking distance of existing bus lines and a Metrolink station. The Project would also provide long-term and short-term bicycle parking which would help people have more opportunities to bicycle, walk and pursue other active alternatives to driving. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles.
4. Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	Not applicable. This Guiding Policy is directed towards SCAG and does not apply to individual projects such as the Project. Nevertheless, the Project would implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips, as identified in the TIS prepared for the proposed Project. Specific strategies that would be implemented as part of the TDM program are discussed above.
5. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	Not applicable. The Project is unrelated to HOV gap closures. The Project would not conflict with this policy.

Applicable Targets	Project Consistency Assessment
6. The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	Not applicable. SCAG and its member agencies are responsible for transportation investments and the use of advanced technologies to reduce congestion and demand for single occupancy vehicles. The Project would not conflict with this policy.
7. The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	Not applicable. SCAG and its member agencies are responsible for transportation investments that improve air quality, the environment, transportation efficiency, and sustainability. The Project would not conflict with this policy.
8. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Not applicable. SCAG and its member agencies are responsible for monitoring progress on all aspects of the RTP/SCS. The Project would not conflict with this policy.

Implementation of the SCS is intended to improve the efficiency of the transportation system and achieve a variety of land use types throughout the SCAG region that meet market demands in a balanced and sustainable manner. Some of the primary land use strategies discussed in the 2016 RTP/SCS include focusing new growth around transit (especially within the region's HQTAs), growth around "Livable Corridors," and providing more options for short trips. The 2016 RTP/SCS identifies HQTAs as a cornerstone of land use planning best practice in the SCAG region, and assumes that 46 percent of new housing and 55 percent of new employment locations developed between 2012 and 2040 will be located within HQTAs. Focusing growth in HQTAs would provide households with expanded transportation choices other than vehicle driving, including walking, biking, use of public transit (e.g., buses, light rail, commuter rail, subway), and shared mobility options, as well as more direct and easier access to jobs, schools, shopping, healthcare, and entertainment.

The Livable Corridor strategy discussed in the 2016 RTP/SCS refers to the use of integrated transportation and land use planning to revitalize commercial strips to increase economic activity and improve mobility options. This strategy includes promoting the development of mixed-use retail centers at key nodes along the corridors, increasing neighborhood-oriented retail at more intersections, and increasing zoning that allows for the replacement of under-performing autooriented strip retail between nodes with higher density residential and employment. Recognizing that 38 percent of all trips in the SCAG region are less than three miles, the 2016 RTP/SCS also includes land use strategies to encourage the use of alternative modes of transportation for short trips. One strategy to accomplish this is to shift retail growth from large centralized retail strip malls to smaller distributed centers throughout neighborhood mobility areas (NMAs), which are defined as neighborhood areas that have a high intersection density, low to moderate traffic speeds, and robust residential retail connections, to reduce distances residents would have to travel for retail goods. Another strategy involves the development of "Complete Communities," which are defined as mixed-use districts that have housing, employment, and a mix of retail and services located in close proximity to each other. These complete communities would allow for most daily needs of residents to be met within a short distance, which in turn would encourage short trips made by

walking and cycling as opposed to automobile travel. All of these land use strategies promoted in the 2016 RTP/SCS would reduce VMT and GHG emissions.

The Project would be consistent with the land use strategies of the 2016 RTP/SCS and the goals of SB 375, including the reduction of VMT and the corresponding mobile GHG emissions. As a transit priority project under SB 375 that is located in a HQTA, the Project locates a mixed-use development consisting of residential, retail, and restaurant uses near public transit, including frequent Metro bus lines and the Metrolink Sun Valley Station. The urban infill location of the Project Site is also surrounded by a diverse mixture of land uses including residential, office, commercial, industrial, school, and service uses. The diversity of land uses in proximity to the Project Site and the mix of uses associated with the Project would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in mobile GHG emissions. Thus, implementation of the Project would help accommodate forecasted growth within the SCAG region while also supporting the reduction of per capita GHG emissions from passenger vehicles consistent with the 2016 RTP/SCS. The Project would also incorporate energy and water conservation features to meet the CALGreen Code. Overall, the Project would be consistent with the goals of SB 375 and 2016 RTP/SCS.

AB 32, SB 32, and 2017 Scoping Plan

AB 32 and SB 32 outline the state's GHG emissions reduction targets for 2020 and 2030, respectively. In 2008 and 2014, CARB adopted the Scoping Plan and First Update, respectively, as a framework for achieving the emissions reduction targets in AB 32. The Scoping Plan and First Update outline a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. CARB adopted the 2017 Scoping Plan in November 2017 as a framework to achieve the 2030 GHG reduction goal described in SB 32. There is no state plan for addressing GHG reductions beyond 2030. As discussed previously, because the Project is expected to be in operation by 2023, the statewide GHG emissions reduction target for 2030 is the statutory statewide milestone target that is applicable to the Project.

Based on CARB's 2017 Scoping Plan, many of the reductions needed to meet the 2030 target will come from state regulations, including cap-and-trade, the requirement for increased renewable energy sources in California's energy supply, updates to Title 24, and increased emission reduction requirements for mobile sources. The 2017 Scoping Plan indicates that reductions would need to come in the form of changes pertaining to vehicle emissions and mileage standards, changes pertaining to sources of electricity and increased energy efficiency at existing facilities, and state and local plans, policies, or regulations that will lower GHG emissions relative to business-as-usual conditions. The 2017 Scoping Plan carries forward GHG reduction measures from the First Update, as well as new potential measures to help achieve the state's 2030 target across all sectors of the California economy, including transportation, energy, and industry.

As discussed above under Item 6.8a, the Project would be consistent with the applicable polices from the 2017 Scoping Plan and regulatory programs for the area, energy, water, waste, and land use sectors. The Project would be designed to meet the CALGreen Code and would emphasize energy and water conservation through the use of energy efficient HVAC and lighting systems, energy star appliances, and low flow plumbing fixtures. Solar panels would be installed on 15

percent of the Project's rooftop space and 30 percent of the provided parking spaces would be prewired for EV charging, with 10 percent of the parking spaces having chargers installed for immediate use by EVs. The Project would be consistent with the 2017 Scoping Plan's overall goal of avoiding losses in carbon sequestration by planting a net increase of 82 trees at the Project Site over existing conditions along with other native and drought-tolerant vegetation. By locating its mixed-use residential, restaurant, and retail commercial development on a Project Site that is located within a HQTA and TPA near frequent bus lines, the Metrolink Sun Valley Station, bike lanes, and a pedestrian network, the Project would reduce VMT by encouraging the use of transit, walking, and bicycling as compared to similar stand-alone residential uses that are not located in close proximity to transit. Thus, the GHG emission reductions resulting from the Project's features, design, and location would be consistent with the goals of the 2017 Scoping Plan and would assist the state with meeting its GHG reduction goals. Table 6-14 shows the Project's consistency with statutes and programs identified in the state's 2017 Scoping Plan that aim to reduce GHG emissions.

Applicable Policies and Objectives	Project Consistency Assessment
SB 350: Reduce GHG emissions in the electricity sector through the implementation of the 50 percent RPS, doubling of energy savings, and other actions as appropriate to achieve GHG emissions reductions planning targets in the Integrated Resource Plan process.	Consistent. This policy is a state program that requires no action at the local or project level. Nonetheless, as part of the Project's sustainability goals identified in PDF-GHG-1, the Project would install energy-efficient appliances, low-flow plumbing fixtures, and solar panels on 15% of the rooftop space, all of which would reduce emissions in the energy sector.
Low-Carbon Fuel Standard: Transition to cleaner/less-polluting fuels that have a lower carbon footprint.	Consistent. This policy is a state program that requires no action at the local or project level. Nonetheless, as part of the Project PDF-GHG-1 would be implemented, which would reduce mobile-source GHG emissions by including short- and long-term bike parking, prewiring 30% of the total parking spaces for EV charging, and providing EV chargers at 10% of the total parking spaces.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario): Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low- emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	Consistent. This policy is a state program that requires no action at the local or project level. Nonetheless, the Project would reduce mobile-source GHG emissions by including short- and long-term bike parking, prewiring 30% of the total parking spaces for EV charging, and providing EV chargers at 10% of the total parking spaces.
SB 1383: Approve and Implement Short- Lived Climate Pollutant strategy to reduce highly potent GHGs.	Not applicable. This policy is a state program that requires no action at the local or project level and is not applicable to the proposed Project. The Project would not conflict with this statute.
California Sustainable Freight Action Plan: Improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system.	Not applicable. This policy is a state program that requires no action at the local or project level and is not applicable to the proposed Project. The Project would not conflict with this plan.
Post-2020 Cap-and-Trade Program: Reduce GHGs across largest GHG emissions sources.	Not applicable. This policy is a state program that requires no action at the local or project level. The Project would not conflict with this program.

 TABLE 6-14

 CONSISTENCY OF PROJECT WITH 2017 SCOPING PLAN

Source: ICF, 2019.

City of Los Angeles – Sustainable City pLAn

The 2019 Los Angeles' Green New Deal is the first four-year update to the City's 2015 pLAn and expands in more detail the vision to achieve a sustainable future that entails a carbon-neutral economy by 2050. This updated plan accelerates targets from the 2015 pLAn for supplying renewable energy, increasing local water sourcing, reducing building energy, reducing VMT per capita, reducing municipal GHG emissions, increasing the percentage of zero emission passenger and City-fleet vehicles, building new housing near transit, and increasing the number of green jobs. Of the issue areas that are addressed in separate chapters in the 2019 updates to the pLAn, those that are relevant for the Project include: Renewable Energy, Local Water, Clean & Health Buildings, Housing & Development, Mobility & Public Transit, Zero Emission Vehicles, Water & Resource Recovery, and Urban Ecosystems & Resilience. The relevant targets established for each of these issue areas that are applicable to the Project are shown in Table 6-15. The Project-level analysis describes the consistency of the Project with these targets.

Applicable Targets	Project Consistency Assessment
Renewable Energy	
LADWP will supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045 Increase cumulative MW by 2025; 2035; and 2050 of:	Consistent. Although this reduction target is applicable to the City's renewable energy programs, the Project would support this target by including solar panels on 15 percent of the rooftop space of the mixed-use building.
 Local solar to 900-1,500 MW; 1,500- 1,800 MW; and 1,950 MW 	
• Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW	
• Demand response (DR) programs to 234 MW (2025) and 600 MW (2035)	
Local Water	
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050	Consistent. The Project would comply with the applicable requirements of the California Green Building Standards Code and the City of Los Angeles Green Building Code and incorporate water efficiency measures. The Project's design would utilize low- flow plumbing fixtures that at a minimum comply with the flush volumes and gallons per minute water rates in the CALGreen Code and City requirements to reduce indoor water use. The Project also incorporates outdoor water conservation measures including the installation of water-efficient irrigation systems and the planting of water-efficient landscaping consisting of native and drought-tolerant vegetation to minimize irrigation requirements.
Clean & Healthy Buildings	
Reduce building energy use per sq. ft. for all building types 22% by 2025; 34% by 2035; and 44% by 2050	Consistent. The Project would install energy efficient HVAC and lighting systems, Energy Star appliances, and meet Cal Green and Title 24 Building Standards Code requirements. The Project would also include solar panels on 15% of the proposed mixed-use building's rooftop space. Though the Project would allow for natural gas appliances and heating, all units would meet high efficiency standards.

 TABLE 6-15

 CONSISTENCY OF PROJECT WITH SUSTAINABLE CITY PLAN (2019 UPDATE)

Applicable Targets	Project Consistency Assessment
Housing & Development	
Ensure 57% of new housing units are built within 1,500 ft. of transit by 2025; and 75% by 2035 Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters	Consistent. The Project is located in an urban infill location that is in proximity of public transportation, including multiple bus stops with high frequency transit service such as the Metro Bus lines 224 and 353/152 that run along Lankershim Boulevard. Other transit bus service located within one mile of the Project Site is provided along Laurel Canyon Boulevard, Roscoe Boulevard/Tuxford Street, Saticoy Street, and Vineland Avenue/Sunland Boulevard. The Project is also 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. The Project also sets aside 11 percent of its total residential units (48 affordable units) for Extremely Low or Very Low Income Households.
Mobility & Public Transit	
Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050 Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050	Consistent. By locating its mixed-use residential, restaurant, and retail commercial development on a Project Site that is located within a HQTA and TPA near frequent bus lines, the Metrolink Sun Valley Station, bike lanes, and a pedestrian network, the Project would reduce VMT by encouraging the use of transit, walking, and bicycling as compared to similar stand-alone residential uses that are not located in close proximity to transit. Additionally, the urban infill location of the Project Site is also surrounded by a diverse mixture of land uses including residential office, commercial, industrial, school, and service uses. The diversity of land uses in proximity to the Project Site and the mix of uses associated with the Project would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation.
Zero Emission Vehicles	
Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050	Consistent. By providing prewiring for EV parking for 30 percent of its total parking spaces, with10 percent of the parking spaces having chargers installed for immediate use by EVs, the Project supports this reduction target by the City.
Waste & Resource Recovery	
Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050 Eliminate organic waste going to landfill by 2028 Increase proportion of waste products and recyclables productively reused and/or repurposed within L.A. County to at least 25% by 2025; and 50% by 2035	Consistent. The Project would be served by a solid waste collection and recycling service under the recycLA program that was recently implemented on February 1, 2018. Part of the services that recycLA will offer to businesses and large multifamily customers include blue bins for recycling and organics recycling. The implementation of this program is aimed to achieve the City's zero waste goal by 2050.
Urban Ecosystem & Resilience	
Increase tree canopy in areas of greatest need by at least 50% by 2028	Consistent. The existing Project Site currently has 35 non-native and non-protected trees, with no street trees. As part of the Project these existing 35 trees would be removed and replaced with a total 117 trees, resulting in a net increase of 82 trees. As such, the Project would support the City's reduction target associated with increase the City's tree canopy.

As described in Table 6-15, the Project would be consistent with and support the applicable City targets of the 2019 updates to the pLAn for achieving a carbon neutral economy by 2050.

City of Los Angeles Green Building Code

The Project would be consistent with the Los Angeles Green Building Code, which would reduce GHG emissions by complying with Title 24 Building Energy Efficiency Standards, as amended by the City, and installing Energy Star appliances. The Project would reduce indoor water use through the installation of low-flow plumbing fixtures that, at a minimum, comply with the flush volumes and gallons-per-minute water rates in the CALGreen Code and City requirements to decrease indoor water use. Outdoor water conservation measures include the installation of water-efficient irrigation systems and the planting of water-efficient landscaping, consisting of native and drought-tolerant vegetation, to minimize irrigation requirements. The HVAC system would also be designed in compliance with the CALGreen Code to maximize energy efficiency with respect to heat loss and heat gain. Each of these Project elements would help minimize GHG emissions, and the Project would be consistent with the Los Angeles Green Building Code.

Conclusion

In summary, the GHG emission reductions resulting from the Project's features, design, and location would be consistent with the goals of the 2017 Scoping Plan, SB 375, the 2016 RTP/SCS, and Los Angeles' Sustainable City pLAn and Green Building Code. Accordingly, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Cumulative Impacts: Greenhouse Gas Emissions

The State of California, through AB 32, has acknowledged that GHG emissions are a statewide impact. The Office of Planning and Research (OPR) acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGS must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of the project. As discussed above, the Project would be consistent with AB 32, SB 375, SB 32, the 2016-2040 RTP/SCS, and the City's local GHG reduction plan. Therefore, the Project's incremental contribution to any cumulative impacts would be less than significant and would not be cumulatively considerable.

6.9 Hazards and Hazardous Materials

The following discussion is based in part on the *Phase I Environmental Site Assessment* (Phase I ESA) prepared by Robin Environmental Management (REM), dated November 21, 2017. The Phase I ESA, which is included in Appendix F, was conducted to evaluate the presence of known or suspected hazardous materials or waste at the Project Site.

Would the project:

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

Less Than Significant. Typical of many construction projects, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers.

Operation of the Project's residential and commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, operation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Conclusion

With compliance with applicable regulatory requirements, impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant. Project construction would not involve the use of hazardous materials in substantial amounts such that a measurable risk to the public or the environment would result from construction activities.

As noted above, operation of the Project would not involve the routine use, storage, transport, or disposal of notable quantities of hazardous materials. Operation of the Project would involve the use of only small quantities of hazardous materials typically used in residential and commercial projects such as cleaning solvents, painting supplies, and pesticides for landscaping. However, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

The following topics discussed below were not identified as areas of potential concern but were identified during the Phase I ESA reconnaissance findings.

Asbestos-Containing Building Materials

The Project Site is currently developed with commercial and office buildings. The Project Site was historically used for office, residential, and nursery uses. The existing buildings on the Project Site

were developed in the 1940s and the 1960s. As the onsite structures were built before the 1978 federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted, there is a potential for the presence of ACBMs in the on-site buildings. Therefore, prior to the issuance of any permit for the demolition of the existing buildings or the alteration of the existing church building to be retained, a comprehensive ACBMs survey of the buildings must be performed. California Health and Safety Code Section 19827.5, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. If no ACBMs are found, the Project Applicant shall provide a letter to the City of Los Angeles Department of Building and Safety (LADBS) from a qualified asbestos consultant indicating that no ACBMs are present in the onsite buildings. However, if ACBMs are found to be present, they would be abated in compliance with the SCAQMD Rule 1403 and other applicable State and federal rules and regulations. With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be safely and appropriately managed, and the Project would result in no impact with regard to ACBMs.

Lead-Based Paint

Lead and lead compounds can be found in many types of paint. In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06 percent by weight in a dry film of newly applied paint. In the 1970s, the chief concern of lead paint was its cumulative effect on bodily systems, primarily when paint chips containing lead were ingested by children. As discussed above, the existing onsite buildings were constructed prior to the 1978 federal regulations banning the use of lead-based paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings, which could pose a significant hazard to construction workers or the public.

Cal/OSHA's Lead in Construction Standard requires project proponents to develop and implement a lead compliance plan when LBP would be disturbed during construction.³⁷ The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA requires 24-hour notification if more than 100 sf of LBP would be disturbed. The regulations to manage and control exposure to LBP pertain to Project construction and include the potential demolition and disposal of lead-containing materials.

Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to CalOSHA regulations. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be safely and appropriately managed, and the Project would result in no impact with regard to LBPs.

³⁷ California Code of Regulations, Title 8, Section 1532.1 Lead. https://www.dir.ca.gov/title8/1532_1.html.

PCBs

Polychlorinated biphenyls (PCBs) were once used as industrial chemicals whose high stability contributed to both their commercial usefulness and their long-term deleterious environmental and health effects. Prior to 1978, PCBs were commonly used in dielectric fluids in transformers, capacitors, and light ballasts due to their desirable thermal characteristics, and hydraulic fluid compactor. Due to their demonstrated toxicity and persistence in the environment, PCB manufacturing in the United States was discontinued.

Pole- and pad-mounted transformers were found in the vicinity of the onsite buildings, appearing in good condition without any sign of leakage. No PCB-containing hydraulic fluid trash compactor was discovered on the Project Site and the Project would result in no impact with regard to PCBs.

Radon Gas

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, according to the list below:

EPA RADON ZONES		
EPA Zones	Average Predicted Radon Levels	Potential
Zone 1	Exceed 4.0 pCi/L	Highest
Zone 2	Between 2.0 and 4.0 pCi/L	Moderate
Zone 3	Less than 2.0 pCi/L	Low

According to the California EPA, Los Angeles County is classified as a "Zone 2" county having a predicted average screening level between 2-4 picocuries per liter of air. Radon sampling was not conducted as part of the Phase I ESA.

Radon gas dissipates in outdoor settings and is present throughout Los Angeles County at concentrations considered to be harmless in the vast majority of areas. However, radon gas can accumulate inside buildings and enclosed spaces, depending on the building location, ventilation, and other factors. The US EPA recommends indoor remedial measures (such as enhanced ventilation) for residential, school, and office uses when radon concentrations exceed 4.0 picoCuries per liter (pCi/L) on an average basis (the US EPA action level). Based on EPA data, the radon level within the City at the Project's Site's general location, like much of the City of Los Angeles, is considered moderate with a predicted average indoor radon screening level between 2 and 4 pCi/L. As such, radon is not considered to present a significant hazard to the Project. Standard building practices related to indoor ventilation would ensure radon does not accumulate within the proposed buildings at harmful concentrations.

As such, the presence of radon gas is not expected at the Project Site, and the Project would result in no impact with respect to radon gas contamination.

Underground Storage Tank (UST)

The visual inspection of the Project Site revealed no evidence of surface or above ground features (e.g., fill pipe, vent pipes, fill connections, concrete pads, saw cuts, sumps, spill containment device, leak detection device, etc.) normally associated with underground storage tanks (USTs). The Project would result in no impact with respect to USTs.

Aboveground Storage Tank

The Phase I ESA included the visual inspection of the Project Site to find evidence of surface or aboveground features (e.g., fill pipe, vent pipes, fill connections, concrete pads, saw cuts, concrete pad, drains in vicinity, etc.) normally associated with aboveground storage tanks (ASTs). Visual observation also included inspection to identify any surface markings indicating the existence of aboveground product pipelines. No evidence on the presence of any on-site aboveground storage tank was identified and the Project would result in no impact with respect to ASTs.

Fuel Islands

The visual inspection of the Project Site revealed no evidence of fuel islands or dispensers either in operation or abandoned.

Hazardous Materials/Petroleum Products Storage and Handling

Except some containers for household maintenance chemicals, no containers storing automotive or industrial batteries, pesticides, paints or chemicals seemingly exhibiting toxic hazards were identified. No significant oil or chemical staining was noticed during a visit of the Project Site. No major spills, leakage, or staining were observed throughout the overall building areas and outdoor grounds. Concrete/asphalt pavement surfaces appeared impermeable and no major cracks or crevices were found in the areas of product storage and handling. The Project would result in no impact with respect to fuel islands.

Herbicides/Pesticides

Prior uses on the Project Site included nursery uses from 1949 to the early 2010's, at 7934 Lankershim Boulevard. According to the Phase I ESA, typical pesticide concentrations detected in soil samples pose no significant risk, i.e., a risk that results in one excess cancer risk in an exposed population of 1,000,000 for commercial, industrial, and residential exposures. The Project would result in no impact with respect to herbicides/pesticides.

Methane

The Los Angeles Methane Zone Map is a publication by the City of Los Angeles Department of Building and Safety (LADBS). This map identifies various areas of hazardous subsurface methane gas, within Los Angeles city limits. These hazardous gas zones are usually a result of naturally surfacing tar and crude oil, or shallow soil contamination by old oil drilling wells. Additionally, landfill sites are known to produce methane soil gas. As a result, the Los Angeles Methane Zone

Map categorizes two types of zones; methane buffer zones and methane zones. And each zone is based on proximity to a methane soil gas source. Consequently, according to the City of Los Angeles, most development projects within these zones require a methane mitigation system. The Project Site is not located in a Methane Zone per the LADBS Methane Zone Map, and as such, there would be no impacts related to methane hazards.

Conclusion

As discussed above, no evidence of significant environmental concern was identified in connection with the Project Site and no Phase II subsurface investigation was recommended for the Project Site. Compliance with regulatory requirements would ensure no significant construction impacts related to hazards would occur.

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

Less Than Significant. The closest schools to the Project are the Arminta Street Elementary School and the Arminta Street Early Education Center, located approximately 715 feet east of the Project Site, along Beck Avenue. As discussed above, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. In addition, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of constructions, potential risks of exposure to hazardous materials for the public or the environment, including schools due to Project construction, would be less than significant.

The types of potentially hazardous substances and materials that would be used in association with the operation of the Project would include those typical of residential and commercial developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, such substances and materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Therefore, operation of the Project would not create a significant risk of exposure to hazardous materials for the public or the environment, including schools.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?

Less Than Significant Impact. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 refers to the preparation of a list, many changes have occurred related to webbased information access since 1992, and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites [National Priorities List (NPL)]; State Response sites; Voluntary Cleanup sites; and School Cleanup sites. GeoTracker is the State Water Resources Control Board's data management system³⁸ for managing sites that impact groundwater, especially those that require groundwater cleanup [USTs, Department of Defense, Site Cleanup Program] as well as permitted facilities such as operating USTs and land disposal sites. CalEPA's database includes³⁹ lists of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) from the State Water Board.

As part of the Phase I ESA (Appendix F), a search was conducted for available federal, State, and local environmental database records for the Project Site, and where practicable, adjoining properties and nearby properties and surrounding areas within one mile from the Project Site. According to the review of environmental database records, the Project Site is not listed on any regulatory databases.

The regulatory review identified three sites within the Project vicinity that were listed on federal, state, and local environmental database records and present potential environmental concern. These sites are discussed below.

Arco #5200 located at 8004 Lankershim Boulevard

• Based on the conducted government records search, there is one Leaking Underground Storage Tank (LUST)/Spills site (Arco #5200) located at the northeastern corner of Lankershim Boulevard and Strathern Street, approximately 300 feet north of the western portion of the Project Site. The Arco #5200 site is listed on LUST/Spills databases with a "Case Closed"

³⁸ https://geotracker.waterboards.ca.gov/

³⁹ https://calepa.ca.gov/database-and-directories/

status. Therefore, the Phase I ESA determined that Project Site is not likely to have been impacted by operation of this facility.

Schiro's Motor Sales located at 7908 Lankershim Boulevard

• Schiro's Motor Sales located immediately to the south of the western portion of the Project Site is listed as a small quantity hazardous waste generator. Upon review of the information provided in the RCRA-Generator database, the Phase I ESA determined that the subsurface environment at the Project Site is not likely to have been impacted by operation of this facility.

North Hollywood Wellfield Area

As identified in the Phase I ESA, the Project Site is situated within the North Hollywood wellfield area of the San Fernando Groundwater Basin which has been classified by U.S. EPA as a National Priority List (NPL) Cleanup site. The historic background of the San Fernando Groundwater Basin NPL site is discussed below:

• In 1983, the California Legislature passed Assembly Bill (AB) 1803, which mandates a program for monitoring organic chemical contamination in wells used by large public water systems. California Department of Health Services (CDHS) implemented the program starting in January 1984. More than 300 drinking water wells in the San Gabriel Valley and the San Fernando Valley regions have been tested under the AB 1803 program. These wells were analyzed for volatile organics, trihalomethanes, triazines, semi-volatile organic compounds, lindane, and organochloride pesticides. Contamination of groundwater by trichloroethene (TCE) and tetrachloroethene (PCE) was found in many test wells within the San Gabriel Valley and the San Fernando Valley Groundwater Basins.

After the contamination of groundwater by TCE and PCE in the San Gabriel Valley and the San Fernando Valley Basins was detected, in 1984, Federal EPA placed the San Gabriel Valley and the San Fernando Valley Groundwater Basins on EPA's National Priority List of hazardous waste sites, making them eligible for cleanup funding under the federal Superfund program.

As identified in the Phase I ESA, the California Regional Water Quality Control Board - Los Angeles Region (RWQCB-LA) AB 1803 Follow-Up (or Well Investigation) Program data bases were searched, and the RWQCB-LA determined that past/present activities at the Project Site were/are unlikely to be responsible for the identified regional groundwater degradation and no subsurface investigations are deemed required based on the RWQCB-LA's assessment.

As such, none of the three sites listed in the Project vicinity would create a significant hazard to the public or the environment caused in whole or in part by the Project's exacerbation of existing environmental conditions. As determined in the Phase I ESA, the Project Site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and would not create a significant hazard to the public or the environment caused in whole or in part from the Project's exacerbation of existing environmental conditions. The Project would not create a significant hazard to environment conditions.

Conclusion

Impacts with respect to hazardous materials lists, including Government Code Section 65962.2 would be less than significant and no mitigation measures are required.

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

No Impact. There are no private airstrips in the vicinity of the Project area. However, the Hollywood Burbank (Bob Hope) Airport, at 2627 North Hollywood Way in the City of Burbank, is approximately 1.4 miles southeast of the Project Site. The Project Site is also located 3.5 miles from the Whiteman Airport and 5.6 miles from the Van Nuys Airport. While the Project Site is within two miles of the Hollywood Burbank Airport, the Project Site is not located within the Hollywood Burbank Airport Planning Boundaries/Airport Influence Area (AIA) or subject to the Hollywood Burbank Land Use Planning Contours or height restrictions.⁴⁰ Given the distance of the Project Site to the Hollywood Burbank Airport and as the Project is outside the Airport's planning boundaries, noise contours or influence area, the Project would not result in an airport-related safety hazard for people residing or working in the Project area.

Conclusion

No impact would occur, and no mitigation is required.

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

Less Than Significant Impact. The Project Site is located in an established urban area that is well served by an existing roadway network. As shown in the City of Los Angeles General Plan Safety Element, Critical Facilities and Lifeline Systems, Roscoe Boulevard and Laurel Canyon Boulevard are the closest Selected Disaster Routes that could be utilized during a disaster event.⁴¹ These streets are also identified as Secondary Disaster Routes per the Los Angeles County Department of Public Works.⁴² Construction activities are expected to be primarily contained within the Project Site boundaries. However, encroachments into the public right-of-way (e.g., sidewalk) adjacent to the Project Site along Strathern Street are anticipated during the one-month period of street dedication improvements. Travel lanes would be maintained in each direction on Lankershim Boulevard and Strathern Street throughout the construction period and emergency access would not be impeded. Therefore, Project construction would not result in inadequate emergency access.

Project operation would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate

⁴⁰ http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf Accessed August 14, 2019

⁴¹ City of Los Angeles General Plan Safety Element Exhibit H, Critical Facilities and Lifeline Systems, November 26, 1996.

⁴² https://dpw.lacounty.gov/dsg/DisasterRoutes/ Accessed October 9, 2018.

emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD). For these reasons, construction and operation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Conclusion

Compliance with existing regulations would ensure that implementation of the Project would not impair or physically interfere with an adopted emergency response plan or with an emergency evacuation plan. Impacts related to emergency response plans and emergency evacuation plans are less than significant and no mitigation measures are required.

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

No Impact. The Project Site is currently developed and located in a highly urbanized area and does not contain wildland features. Therefore, development of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Conclusion

No impacts would occur in this regard and no mitigation is required.

Cumulative Impacts: Hazards and Hazardous Materials

Like the Project, many of the related projects would use, handle, store, and/or transport hazardous materials or require demolition of structures containing such materials. Such related projects would be required to use, store, remove and/or transport all potentially hazardous materials in accordance with the manufacturers' instructions and handle materials in accordance with federal, State, and local health and safety standards and regulations. Compliance with existing standards and regulations would ensure that the related projects would not result in significant impacts to the public or the environment through the routine transport, storage, use, or handling of hazardous materials, and that their development would not result in the related projects may be on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, each related project would be required to comply with existing Federal, State, and local regulations related projects may also be constructed within Methane Zones, and accordingly would comply with existing City of Los Angeles regulations.

Some of the related projects may also include the use of hazardous materials within 0.25 miles of a school. However, related projects would be subject to environmental review to evaluate potential impacts from hazardous materials releases within 0.25 miles of a school, thereby reducing impacts to less than significant. Some of the related projects maybe within two miles of an airport land use

plan, however these related projects would be subject to environmental review to evaluate potential impacts from airport related hazards, thereby reducing impacts to less than significant. Some of the related projects may involve temporary construction encroachments into adjacent sidewalks or roadways, however in accordance with City of Los Angeles requirements, the related projects would be subject to environmental review to reduce impacts to less than significant.

Related projects are all located in highly urbanized areas, would not contain wildland features, and are not located adjacent to any wildland areas. Therefore, development of related projects would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Conclusion

The Project's contribution to cumulative hazards and hazardous materials impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

6.10 Hydrology and Water Quality

The following impact analysis pertaining to hydrology and water quality includes information on the existing and proposed topography/drainage and infrastructure for the Project Site prepared by Zeitouny & Associates. This is included in Appendix G of this SCEA.

Would the project:

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

Less Than Significant. The approximately 4.69-acre Project Site is currently developed with a commercial building, storage, and surface parking. The Project Site is relatively flat with a very mild slope to the south of less than 1 percent.

Construction

Construction of the Project would involve earthwork activities, including excavation and grading of the Project Site. During precipitation events in particular, construction activities associated with the Project have the potential to result in soil erosion particularly during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains.

With respect to erosion and sedimentation, Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Project would require approval of an erosion control plan and would be required to prepare a SWPPP in accordance with the NPDES permit. The SWPPP incorporates best-management practices (BMPs) in accordance with the City of Los Angeles' Best Management Practices Handbook, Part A - Construction Activities to control erosion including grading and dust control measures.

For any grading projects occurring during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) is required pursuant to the City of Los Angeles Board of

Public Works (BPW).⁴³ The WWECP addresses water pollution control from grading activities during the wet weather season by specifying the use of appropriate temporary erosion and sediment control BMPs. Compliance with these regulatory requirements would ensure that construction impacts to water quality during the rainy season and storm events occurring outside the rainy season would be less than significant.

Operation

The Project will be designed to comply with the City of Los Angeles's LID design standards. The Geotechnical Report prepared for the Project indicates groundwater was not encountered within the deepest exploratory boring at a depth of approximately 50 1/2 feet below the existing grade, which is deeper than the proposed 25 feet of excavation depth of the Project. As such, a groundwater dewatering for construction or operation is not anticipated for the Project.

To facilitate compliance with the City's LID design standards, the Project's BMPs would include development of a dry well for stormwater runoff. A dry well is a trench or basin completely filled with coarse media, such as angular gravel, to create a porous layer for infiltrating runoff.

The design of structural BMPs would be in accordance with the City of Los Angeles Development Best Management Practices Handbook, Part B - Planning Activities,⁴⁴ which summarizes the City's review and permitting process, identifies stormwater mitigation measures, and references source and treatment control BMP information. The final selection of any BMPs would be made through coordination with the City of Los Angeles.

Conclusion

Compliance with the applicable groundwater regulatory requirements would ensure impacts to surface or groundwater quality would be less than significant. No mitigation measures are required.

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

Less Than Significant Impact. The Project Site is located in the San Fernando Valley Groundwater Basin.⁴⁵ The basin is bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, on the south by the Santa Monica Mountains and Chalk Hills, and on the west by the Simi Hills. The valley is drained by the Los Angeles River and its tributaries.⁴⁶

⁴³ City of Los Angeles Department of Public Works Bureau of Contract Administration, Wet Weather Erosion Control Plan. https://bca.lacity.org/uploads/safety/WWEC%20Manual%20for%20website%202009.pdf Accessed August 19, 2019

⁴⁴ City of Los Angeles Planning and Development Handbook for Low Impact Development. https://www.lastormwater.org/wp-content/files_mf/lidmanualfinal.pdf. Accessed August 19, 2019

⁴⁵ https://gis.water.ca.gov/app/bbat/ Accessed August 19, 2019

⁴⁶ https://water.ca.gov/LegacyFiles/groundwater/bulletin118/basindescriptions/4-12.pdf Accessed August 19, 2019

The Project Site is located in a highly urbanized area of Los Angeles and is currently developed with two commercial/office buildings, storage areas, and a surface parking lot. As such, the Project Site does not currently provide a substantial opportunity for recharge of groundwater. The Geotechnical Reports prepared for the Project indicates groundwater was not encountered within the deepest exploratory boring at a depth of approximately 50 1/2 feet below the existing grade, which is deeper than the proposed 25 feet of excavation depth of the Project. As such, groundwater dewatering for construction or operation of the Project is not anticipated.

Construction

As discussed above, during construction, groundwater is not expected to be encountered during construction. The Project would not decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Project would impede sustainable groundwater management of the basin.

Operation

Groundwater dewatering is not anticipated during operation of the Project. While operation of the Project would increase the amount of impervious surface area on the Project Site from 4.7 percent under existing conditions to 20 percent after development is completed, due to the size of the Project Site, this would create a small increase in the opportunity for potential increases in recharge. The Project would also include a dry well for stormwater runoff that would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards. Therefore, the Project's operation would not substantially deplete groundwater supplies nor interfere with groundwater recharge. With implementation of City of Los Angeles LID requirements, including those described in the discussion under Item 6.10(a), above, impacts with respect to the decrease of the groundwater supplies, or interference with groundwater recharge would be less than significant.

Conclusion

With compliance with existing regulatory compliance measures, the Project's construction activities and operations would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin. Impacts on groundwater would be less than significant, and no mitigation measures are required.

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

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

Less Than Significant Impact. Stormwater runs easterly on Strathern Street and southerly on North Lankershim Boulevard. A storm drain inlet is located at the southeast corner of Strathern Street and North Lankershim Boulevard. In addition, there is a storm drain culvert next to the alley at 11650 Strathern Street, east of the Project Site. The existing Project Site is 4.7 percent impervious, resulting in a drainage volume of 2,531 cf for an 85th Percentile storm.⁴⁷ Based on a 50-year storm event, the existing peak discharge is 6.6 cf per second.⁴⁸

The Project would have an impervious area percentage of 20 percent, which represents an increase of 15.3 percent from existing conditions. The associated drainage volume would be 4,782 cf. The 50-year storm event peak discharge would remain at 6.6 cf per second.⁴⁹ As discussed in Item 6.10(a), above, the Project would be designed to comply with the City of Los Angeles's LID design standard. The proposed stormwater BMPs would include development of a dry well for stormwater runoff.

Project construction would comply with applicable NPDES and City requirements including those requiring the preparation of a Project-specific SWPPP. Pursuant to the City's LID Ordinance, the Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. As described earlier, proposed stormwater BMPs would include development of a dry well for stormwater runoff that would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards.

Conclusion

The Project would result in less than significant impacts associated substantial erosion or siltation on-or off-site and no mitigation is required.

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

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The City Los Angeles Bureau of Engineering requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain, and street flow system accommodate flow from a 50-year storm event. In addition, the Project would include appropriate on-site drainage improvements to accommodate anticipated stormwater flows. Similar to existing conditions, operation of the Project's uses would discharge pollutant constituents commonly associated with urban uses into surface water runoff. However, required water quality control measures would be implemented as described in Item 6.10(a). Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, result in on- or off-site flooding, or provide substantial additional sources of polluted runoff.

⁴⁷ A percentile rainfall event represents a rainfall amount which a certain percent of all rainfall events for the period of record do not exceed. For example, the 85th percentile rainfall event is defined as the measured rainfall depth accumulated over a 24-hour period, for the period of record, which ranks as the 85th percentile rainfall depth based on the range of all daily event occurrences during this period.

⁴⁸ Utility Narrative. Zeitouny & Associates. September 2019.

⁴⁹ Utility Narrative. Zeitouny & Associates. September 2019.

Conclusion

Impacts would be less than significant, and no mitigation measures are required.

iv. Impede or redirect flood flows?

No Impact. According to the City of Los Angeles General Plan Safety Element, the Project Site is not located with a 100-Year or 500-Year flood plain. The Project is a mixed-use project that would not redirect or cause impediment or redirection of flood flows.

Conclusion

No impact would occur and no mitigation measures are required.

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

Less Than Significant Impact. According to the City of Los Angeles General Plan Safety Element, the Project Site is not located with a 100-Year or 500-Year flood plain.⁵⁰ The Project Site is located approximately 15 miles northeast of the Pacific Ocean and is not shown to be located within a tsunami hazard area Tsunami Inundation Zone.⁵¹ A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank.⁵²

The Project is located in a potential dam inundation area related to the Hansen Dam and Hansen Recreational area, located three miles north of the Project Site and surrounded by intervening development.⁵³ Dam failure is defined as the structural collapse of a dam that releases the water stored in a reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway capacity, or structural damage caused by an earthquake or flood.⁵⁴

The Federal Energy Regulatory Commission (FERC) cooperates with a large number of federal and state agencies to ensure and promote dam safety. More than 3,000 dams are part of regulated hydroelectric projects in the FERC program. FERC inspects hydroelectric projects on an unscheduled basis to investigate the following: 1) Potential dam safety problems; 2) Complaints about constructing and operating a project; 3) Safety concerns related to natural disasters; and 4) Issues concerning compliance with the terms and conditions of a license.⁵⁵ Every five years, an independent engineer approved by the FERC must inspect and evaluate projects with dams higher than 32.8 feet (10 meters) or with a total storage capacity of more than 2,000 acre-feet, which

 ⁵⁰ City of Los Angeles General Plan, Safety Element Exhibit F, 100-Year & 500-Year Floodplains, March 1994.
 ⁵¹ http://zimas.lacity.org/

⁵² USGS Seismic Seiches. https://earthquake.usgs.gov/learn/topics/seiche.php.

⁵³ City of Los Angeles General Plan, Safety Element Exhibit F, 100-Year & 500-Year Floodplains, March 1994.

⁵⁴ City of Los Angeles Local Hazard Mitigation Plan, June 2017.

https://emergency.lacity.org/sites/g/files/wph496/f/2017_LA_HMP_Public%20Review%20Draft_2017-06-15_reduced_Part1.pdf Accessed September 2019.

⁵⁵ City of Los Angeles Local Hazard Mitigation Plan, June 2017. https://emergency.lacity.org/sites/g/files/wph496/f/2017_LA_HMP_Public%20Review%20Draft_2017-06-15_reduced_Part1.pdf Accessed September 2019.

includes the Hansen Dam, thereby reducing the risk of dam failure. As such, the probability of dam failure is low.

As the Project Site is not located in a 100-Year or 500-Year flood plain and is not in a tsunami hazard area and the probability of flooding or seiche hazards related to failure of the Hansen Dam, located three miles north of the Project Site, is low, potential impacts related to the release of pollutants due to project inundation would be less than significant.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. Under the California Water Code, the State of California is divided into nine regional water quality control boards (RWQCBs), which govern the implementation and enforcement of the California Water Code and the Clean Water Act. The Project Site is located within Region 4, also known as the Los Angeles Region (LARWQCB). The LARWQCB Water Quality Control Plan: *Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, September 11, 2014, is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Under the NPDES permit enforced by the LARWQCB, all existing and future municipal and industrial discharges to surface waters within the City of Los Angeles are subject to applicable local, State and/or federal regulations. The Project must comply with all provisions of the NPDES program and other applicable waste discharge requirements (WDRs), as enforced by the LARWQCB.

The Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Project would require approval of an erosion control plan and would be required to prepare a SWPPP in accordance with the NPDES permit. The SWPPP incorporates best-management practices (BMPs) in accordance with the City of Los Angeles' Best Management Practices Handbook, Part A - Construction Activities to control erosion including grading and dust control measures.

Conclusion

The Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts: Hydrology and Water Quality

With respect to water quality standards and hydrology, the related projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff within the local vicinity of the Project Site. Pursuant to the City's LID Ordinance, however, related projects would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's LID BMPs, through one or more of the City's preferred LID improvements: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

Further, the related projects would be subject to the NPDES permit requirements for both construction and operation. Each project greater than one-acre in size would be required to develop a SWPPP and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid or minimize impacts to water quality. Smaller projects would be minor infill projects with drainage characteristics similar to existing conditions, with negligible impacts. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. With compliance with regulatory measures, impacts of the Project and related projects would not be cumulatively considerable.

The cumulative impacts context for flood hazards is the corporate boundary of City of Los Angeles, which provides emergency response services for flood events and participates in the National Flood Insurance Program (NFIP). The NFIP is a Federal program enabling property owners in participating communities to purchase protection against property losses due to flooding.

The impacts of potential flooding on the Project are not environmental impacts of the Project. In addition, all related projects are subject to restrictions and requirements as part of the City's existing permitting process and a detailed review of the City of Los Angeles General Plan Safety Element would be conducted as part of the plan check process. Related projects within the 100-year flood plain or floodway would be required to implement appropriate flood plain management measures in the design of new buildings. Compliance with these existing regulatory requirements would ensure that any related projects would not place housing within a flood hazard area without incorporating proper measures. The Project, in conjunction with the related projects, would not exacerbate the existing conditions related to, or risks associated with, flooding, and therefore impacts related to flood hazards are not cumulatively considerable.

With respect to drainage capacity, the Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. In addition, the Project would

include development of a dry well for stormwater runoff which is a trench/basin completely filled with coarse materials to create a porous layer for infiltrating runoff.

The Los Angeles Department Public Works would review the Project to ensure that sufficient local and regional drainage capacity is available. The Project would not be located in a 100-Year or 500-Year flood plain. Flooding or seiche hazards related to failure of the Hansen Dam, located three miles north of the Project Site, is low and is not a cumulative impact of the Project and related projects, and such impacts would be less than significant.

Conclusion

The Project's contribution to cumulative impacts to hydrology and water quality and flooding hazards would not be cumulatively considerable. Impacts would be less than significant and no mitigation measures are required.

6.11 Land Use and Planning

Would the project:

a. Physically divide an established community?

No Impact. The Project Site is currently developed with commercial and office buildings, storage areas and surface parking. The Project Site vicinity is highly urbanized and generally built out. The local vicinity is characterized by a blend of commercial, residential, industrial, office, and school uses. The Project would provide a new mixed-use development that would include residential uses and ground level commercial uses. As such, the Project would be an infill project providing uses in keeping with the mixed-use character of the surrounding area. Given the type of uses in the Project Site vicinity, and the infill character of the Project, it would not physically divide an established community. The Project would not disrupt or divide an established community through a change in street or land use patterns on surrounding streets.

Thus, given the existing mix of uses in the Project Site vicinity and the location of the Project Site within an existing developed area, the Project would not physically divide, disrupt, or isolate an established community.

Conclusion

No impact would occur and no mitigation measures are required.

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

Less Than Significant Impact. As discussed below, the Project would be substantially consistent with all of the applicable plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Sites. Therefore, Project impacts related to land use and planning would be less than significant and no mitigation measures are required.

Southern California Association of Governments

SCAG is the MPO for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the federally-designated MPO, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

SCAG Regional Comprehensive Plan

SCAG has prepared the 2008 Regional Comprehensive Plan (2008 RCP) in response to SCAG's Regional Council directive in its 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges. The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced the Regional Comprehensive Plan and Guide (RCPG) for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the 2016-2040 RTP/SCS (discussed below).

SCAG 2016-2040 RTP/SCS

On September 30, 2008, SB 375 was passed to help achieve AB 32 goals related to the reduction of greenhouse gases through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires MPOs to prepare an SCS within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions.

On April 7, 2016, the Regional Council of SCAG adopted the 2016-2040 RTP/SCS. For the past three decades, SCAG has prepared RTPs with the primary goal of increasing mobility for the region's residents and visitors. The 2016-2040 RTP/SCS includes a strong commitment to reduce

emissions from transportation sources to comply with SB 375, improve public health, and meet the NAAQS as set forth by the Federal Clean Air Act. As such, the 2016-2040 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero-emission transportation technologies in the 2016-2040 time-frame and clear steps to move toward this objective. This is especially critical for the goods movement system. The development of a world-class, zero- or near-zero-emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2016-2040 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG emissions reduction, and economic development.

The 2016-2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing choices for where they will live, work, and play, and how they will move around. It is designed to promote safe, secure, and efficient transportation systems to provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation is designed to allow residents to lead a healthier, more active lifestyle. Its goal is to create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for its residents by 2040. More importantly, the 2016-2040 RTP/SCS is also designed to preserve what makes the region special, including stable and successful neighborhoods and an array of open spaces for future generations.

The 2016-2040 RTP/SCS also includes examples of measures that could reduce impacts from planning, development, and transportation. It notes, however, that the example measures are not intended to serve as any kind of checklist to be used on a project-specific basis. Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized.

A detailed discussion of the Project's consistency with the 2016-2040 RTP/SCS is included in Section 3, Sustainable Communities Environmental Assessment Criteria. As discussed there, the Project would be substantially consistent with the applicable 2016-2040 RTP/SCS policies and with the land use designation, density, and building intensity identified in the 2016-2040 RTP/SCS for the area in which the Project Sites are located. Therefore, no significant impacts regarding consistency with this plan would occur.

The Project would be substantially consistent with 2016 RTP/SCS goals to improve regional economic development, maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, maximize the productivity of the transportation system, protect the environment, encourage energy efficiency, and facilitate the use of alternative modes of transportation. In addition, as discussed in Item 6.7, *Greenhouse Gas Emissions*, the Project would accommodate increases in population, households, employment, and travel demand by implementing smart land use strategies. The Project Site is an infill location close to jobs, off-site housing, and services, and is in close proximity to existing and future public transit stops. Also, as discussed in Item 6.13,

Population and Housing, the Project's contributions to growth fall within the range of growth accounted for in the SCAG projections that are used for future planning activities and provision of services. These projections include development that is anticipated over a horizon period that extends to 2040. The projections are revised on four-year intervals so as to stay current with current growth trends and changes in land use activity. Changes to planning and zoning designations can be incorporated in timely fashions so long as the growth does not exceed the amount anticipated within the service timelines. Growth at specific sites may vary while the overall growth patterns are sufficient for planning purposes.

Los Angeles General Plan Framework Element

Adopted in December 1996, and readopted in August 2001, the City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan.⁵⁶ The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. General Plan Framework land use policies are further guided at the community level through community plans and specific plans. The General Plan Framework sets forth a conceptual relationship between land use and transportation and encourages new development to be developed near transit. The Framework Element also calls for commercial development along the City's arterial corridors to be intensified with new projects that integrate commercial and residential uses.

As discussed in greater detail below in Table 6-16, *Comparison of the Project to the Applicable Land Use Policies of the Framework Element*, the Project would be substantially consistent with applicable objectives, goals, and policies, of the General Plan Framework. In particular, the Project would be substantially consistent the Framework Element as follows:

• The Project would be substantially consistent with objectives of Chapter 4 on Housing by providing 432 new dwelling units in a mix of unit sizes (one-bedroom, two-bedroom, and three-bedroom units) and affordability levels. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or Very Low Income Households. Five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households. In addition, the Project would be substantially consistent with the multiple objectives of locating new multifamily housing in close proximity to transit, and to provide adequate buffers between higher intensity uses and adjacent residential neighborhoods. The Project's 432 units, would create a notable increase in housing stock, including 48 affordable housing units.

⁵⁶ City of Los Angeles Framework Element of the General Plan. https://planning.lacity.org/cwd/framwk/fwhome0.htm, Accessed November 21, 2018.

- The Project would provide a mix of uses in proximity to a broad range of land uses and transit options within walking distance, which would stimulate non-vehicular modes of travel, including pedestrian and bicycle activity. The Project would be integrated with the surrounding area through new ground level commercial uses and amenities, including new street trees, and landscaping.
- The Project Site is located within a Los Angeles State Enterprise Zone and a State-identified TPA, and would meet the objectives of the land use, economic and housing policies of the General Plan Framework to provide a diversity of uses, including restaurants, commercial, residential uses (including affordable housing), in close proximity to transit. The Project's mixed uses would support the General Plan Framework's land use, economic and housing goals to enhance urban lifestyles with proximity to services, retail, and transit.

Because the Project would support and not conflict with the General Plan Framework land use goals, policies and objectives as shown above and in Table 6-16, impacts with respect to the Framework would be less than significant.

Policy	Analysis of Project Consistency
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability; revitalization of economically depressed areas, preservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.	Consistent. While it is the City's responsibility to meet this goal in general, the Project's introduction of new residential and commercial uses would provide new services and employment, as well and new housing opportunities that would serve a variety of income levels. As no housing currently exists on the Project Site, the Project would provide a substantial increase in new housing units in the vicinity. Specifically, the Project would provide 432 residential units and of these units, 48 units, or approximately 11 percent of the total number of dwelling units, would be designated as restricted affordable housing for Extremely Low Income and Very Low Income households. Project vehicle trips would be reduced by including a mixture of land use on the Project Site and locating the Project in an urban, mixed-use area near surrounding commercial, residential, office and industrial uses. Furthermore, residents, visitors, and employees would have ready access to multiple nearby transit options which include the Metrolink Sun Valley Station and multiple Metro bus lines.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, VMT, and air pollution.	Consistent. While it is the City's responsibility to meet this objective in general, the Project would be developed at an urban, infill site in close proximity to existing residential uses, businesses, services, and numerous public transportation options. Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter landscaping and street trees, streetscape improvements, and street level commercial uses that would enliven the pedestrian experience. These features would reduce work trips and encourage employees to utilize alternative modes of transportation including public transportation, walking, and bicycling. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle

 TABLE 6-16

 Comparison of the Project to the Applicable Land Use Policies of the Framework Element

Policy	Analysis of Project Consistency
	trips, as identified in the TIS prepared for the proposed Project.
Objective 3.4: Encourage new multifamily residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	Consistent. While it is the City's responsibility to meet this objective in general, the Project would provide new residents, jobs and services within close proximity of pedestrian, roadway and transit networks. The new residential population would have access to commercial development on-site as well as a considerable amount of retail, restaurant, and public services activities within walking distance and via bus and rais services.
Housing	
 Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City. Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010. Objective 4.2: Encourage the location of new multifamily housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods. 	Consistent. No housing is currently located on the Project Site. The Project would provide 432 new housing units to assist in meeting housing needs established in the periodically updated SCAG Regional Housing Needs Assessment (RHNA) as implemented through the Housing Element of the General Plan. The new units would include a range of sizes from one bedroom to three bedrooms. Of the 432 units, 48 units would be restricted for Extremely Low Income and Ver Low Income households. Therefore, the Project would provide a notable increase in housing stock including housing for Extremely Low Income and Very Low Income residents i the City. The Project's residential units would be provided in close proximity to several transit options. The Project would be located within a dense mixed use area, with similar uses as the Project. The Project would provide new residents, jobs and services close to pedestrian, roadway and transit networks. The Project would create a buffer between the higher density, mixed-use character along Lankershim Boulevard and lower density single-family homes to the east and has sensitively considered the neighborhood context in determining the massing design of its various components. Along the active, main corridor of Lankershim Boulevard, the Project would focus more active uses; including ground floor commercial uses, the residential lobby and pedestrian and vehicle entrances into the Project. Facing east towards single-family residences, only residential uses are planned, and no commercial uses or signage would be located in this area. Also, along this frontage, the Project would not provide direct pedestrian or vehicular access from Blythe Street into the Project Site. The Project would include a landscaped screening wall along the perimeter facing residential
Economic Development	properties adjacent to the Project.
Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.	Consistent. While it is the City's responsibility to meet this objective in general, the Project would include 22,000 sf of commercial uses open to the public that would complement nearby commercial, office, service, industrial, and residential uses.

Policy	Analysis of Project Consistency
Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.	Consistent. While it is the City's responsibility to meet this policy in general, the Project would provide new mixed-use development in an area served by multiple bus lines and is close to the Metrolink Sun Valley Station. Commercial uses would also be oriented to public streets, and would not be oriented towards existing residential neighborhoods.

Sun Valley-La Tuna Canyon Community Plan

Adopted in 1999 and last amended in 2016, the Sun Valley-La Tuna Canyon Community Plan Community Plan identifies and established goals and polices for land use within the Sun Valley-La Tuna Canyon Community Plan area.⁵⁷ As shown in Table 6-17, *Comparison of the Project to the Applicable Land Use Policies of the Sun Valley-La Tuna Canyon Community Plan*, the Project would be consistent with applicable objectives and policies of the Sun Valley-La Tuna Canyon Community Plan. In particular, the Project would be consistent with the Sun Valley-La Tuna Canyon Community Plan Community Plan. Sun Valley-La Tuna Canyon Community Plan Community Plan Community Plan as follows:

- The Project would be substantially consistent with goals and policies that aim to provide a balance of development that promotes an improved quality of life by facilitating a reduction of vehicular trips and air pollution. The Project's mixture of commercial and residential development would be developed at an infill location in close proximity to transit and surrounding residential, commercial, services and public facilities, which would help reduce vehicle trips and trip lengths, and associated GHG and air pollutant emissions, generated by the Project.
- The Project would provide neighborhood-serving commercial uses that would front North Lankershim Boulevard, an existing mixed-use commercial corridor. The new on-site commercial development could be readily accessed by the Project's new residential population without the need for vehicular travel, and by the surrounding neighborhood via walking, bicycling or bus or rail services. The Project would be substantially consistent with goals and objectives that aim to locate neighborhood-serving commercial facilities along commercial corridors and near existing neighborhoods.
- The Project would include 432 new housing units, including one-bedroom, two-bedroom, and three-bedroom units, with substantial resident amenities. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or Very Low Income Households. The Project would be substantially consistent with objectives and policies that aim to provide housing of types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.

⁵⁷ Sun Valley-La Tuna Canyon Community Plan, https://planning.lacity.org/complan/pdf/svycptxt.pdf Accessed August 15, 2019

Because the Project would not conflict with the Sun Valley-La Tuna Canyon Community Plan goals, policies and objectives as shown above and below in Table 6-17, impacts with respect to consistency with the Sun Valley-La Tuna Canyon Community Plan Community Plan would be less than significant.

TABLE 6-17
COMPARISON OF THE PROJECT TO THE APPLICABLE LAND USE POLICIES OF THE SUN VALLEY-LA TUNA
CANYON COMMUNITY PLAN

Goal/ Policy/Objective	Analysis of Project Consistency
Residential	
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 to the year 2010.	Consistent. The Project would provide a range of new housing units that would be affordable to a number of income levels. The Project would include 432 new housing units, including one-bedroom, two-bedroom, and three-bedroom units, with substantial resident amenities. The Project would include market rate units and 48 units affordable for Extremely Low Income or Very Low Income households.
Objective 1-2: To locate new housing in a manner which reduces vehicular trips and which increases accessibility to services and facilities.	Consistent. The Project would be developed at an urban, infill Project Site in close proximity to existing residential uses, businesses, services, and numerous public transportation options. The new residential population would have access to commercial development onsite as well as retail, restaurant, and other services within walking distance.
	Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter landscaping and street trees, streetscape improvements, and street level commercial uses that would enliven the pedestrian experience. These features would reduce work trips and encourage employees to utilize alternative modes of transportation including public transportation, walking, and bicycling. The Project would also implement a TDM program to promote non-auto travel and reduce single-occupant vehicle trips.
Objective 1-5: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.	Consistent: The Project would include 432 new housing units, including one-bedroom, two-bedroom, and three-bedroom units, with substantial resident amenities. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or Very Low Income Households.
Commercial	
Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	Consistent. The Project would be a mixed-use development with ground floor commercial uses and amenities, and landscaping. The Project is located in an urban, mixed-use area that has numerous established commercial businesses. The Project would provide new residents, jobs and services close to pedestrian, roadway and transit
Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.	networks. The new residential population and surrounding neighborhood would have access to the on-site commercial development well as surrounding commercial uses and services uses within walking distance and via bus and rail services.

Source: ICF, 2019.

Los Angeles General Plan Housing Element

The Housing Element of the General Plan is prepared and updated pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The

Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The 2013–2021 Housing Element, an update to the previous 2006–2014 Housing Element that is based on the updated 2012 RHNA, was adopted by the City Council on December 3, 2013. Policies of note include Policy 1.1.3, which states the City should "[f]acilitate new construction and preservation of a range of housing types that address the particular needs of the city's households." Also, Policy 1.1.4 states that the City should "[e]xpand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards." The Housing Element carries forward the goals of the Framework Element Housing chapter to encourage infill development and increase density in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit.

The Housing Element encourages new construction of a range of different housing types that address the needs of the City's households. Chapter 1, Housing Needs Assessment, identifies the City's share of the housing needs established in the RHNA. In particular, Table 1.29, City of Los Angeles Regional Housing Needs Assessment Allocation, indicates that the City's needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate-income households.

The remaining 56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very-low-income units (12.5 percent), and 10,213 extremely-low-income units (12.5 percent).

The Project is a mixed-income project that would offer a mixture of one-bedroom, two-bedroom, and three-bedroom units. The Project would provide 432 new residential units. A total of 11 percent of the proposed residential units (48 units) would be designated as restricted affordable housing for Extremely Low Income Households or Very Low Income Households. Five percent of the proposed residential units (22 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Extremely Low Income Households, and six percent of the proposed residential units (26 units) would be designated as restricted affordable housing for Very Low Income Households. Thus, the Project would support meeting the City's RHNA allocations by contributing to both the overall supply of housing as well as contributing to the availability of housing for Extremely Low Income and Very Low Income households. Further, the Project Site would provide these new units close to multiple transit options that serve the greater Los Angeles region.

Therefore, the Project would be substantially consistent with the Los Angeles General Plan Housing Element and impacts would be less than significant.

City of Los Angeles Mobility Plan 2035

Mobility Plan 2035 (Mobility Plan),⁵⁸ which was adopted in January 2016, is a comprehensive update of the Transportation Element, which in part includes the City's classification system for roadways. The Mobility Plan provides revised street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design, and site access. Various modes of travel are encouraged by the Mobility Plan, including walking, biking and using public transit.

Key objectives within the Mobility Plan are as follows:

- **Policy 2.3:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- **Policy 3.1:** Recognize all modes of travel, including pedestrian, bicycle, transit and vehicular modes including goods movement as integral components of the City's transportation system.
- **Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- **Policy 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient and attractive transit services.
- **Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.
- **Policy 4.13:** Balance on-street and off-street parking supply with other transportation and land use objectives.
- **Policy 5.2:** Support ways to reduce vehicle miles traveled (VMT) per capita.
- **Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project would support the Mobility Plan policies listed above as it promotes a balanced transportation system by locating a mixed-use, mixed-income project on its urban infill Project Site located in an area that has an existing mix of commercial, residential, office, and educational uses. The Project Site is also located within a TPA and is within close proximity of multiple bus lines and is 0.90 miles southwest of the Metrolink Sun Valley Station, which serves the Metrolink Antelope Valley (AV) Line that travels to and from downtown Los Angeles, with a final destination in the City of Lancaster. The Project encourages pedestrian and bicycle activity by locating new

⁵⁸ City of Los Angeles Mobility Plan 2035 An Element of the General Plan, https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf

residents, employees and visitors in close proximity to public transit and services. Project residents, employees and visitors would have the option to walk, ride bicycles or use public transit to access jobs and services in the surrounding neighborhood.

The Project would provide bicycle parking for residential and commercial uses, adhering to the Code requirements for bicycle parking. As such, the Project would provide convenient, secure and well-maintained bicycle parking facilities that would encourage the use of bicycles by Project residents and visitors and a reduction in the use of vehicular travel.

Because the Project would be consistent with these applicable policies of the Mobility Plan, impacts would be less than significant. Additional discussion of the Mobility Plan is provided in Item 6.17, *Transportation*.

City of Los Angeles General Plan Noise Element (1999)

The City of Los Angeles General Plan Noise Element references the City of Los Angeles' noise standards, which are contained in Los Angeles Municipal Code Section 111. The Noise Element addressed noise issues, noise sources, and contains noises guidelines, mitigation strategies and regulations. The Project's compliance with the Noise Element is described in Item 6.13, Noise of this SCEA. Based on the information contained in item 6.13, the Project would be consistent with the applicable policies of the Noise Element, and impacts would be less than significant.

Do Real Planning

The City Planning Commission's Do Real Planning document includes fourteen guidelines intended to set the City on a course toward sustainability. Many of the guidelines address procedures for the operation of the Department of City Planning or issues addressing specific settings and types of projects that are different from the Project. However, of the fourteen guidelines, several address planning concepts that are relevant to the Project. Guidelines of particular note are those that pertain to location of land uses and density (Guidelines 3 and 6), walkability/site design/parking location (Guidelines 1, 2, 9, and 12), improvement of housing stock for every income (Guideline 5), and green design with abundant landscaping (Guidelines 7 and 8). Guideline 1, Demand a Walkable City, has led to the development of the Walkability Checklist, discussed below. Guidelines that would be applicable to the Project include the following:

- Guideline 2, *Offer Basic Design Standards*, Guideline 8, *Landscape in Abundance*, and Guideline 9, *Arrest Visual Blight*, apply to the appearance of the City. The Project would replace the existing office and commercial buildings with a new mixed-use development that would include residential and commercial uses. The Project has been designed to respond to the context and character of the surrounding active, urban neighborhood, which is adjacent to residential, commercial, offices, schools and other services. The Project would provide substantial new landscaping, 117 new trees, ground-floor commercial and amenities that would enhance the pedestrian experience.
- Guideline 3, *Require Density Around Transit*, and Guideline 6, *Locate Jobs Near Housing*, address the location of new development within the City. The Project would be supportive of

these Guidelines as it would increase population density and provide new housing that does not currently exist on the Project Site, including housing for Extremely Low Income and Very Low Income Households within an area that is well-served by public transit. The Project would provide new employment opportunities and would also be located near existing employment centers.

- Guideline 5, *Advance Homes for Every Income*, addresses the value of accommodating higher densities and the need to address housing for the poor and middle class. The Project would increase the City's housing stock with a variety of unit sizes and unit costs, including housing affordable to Extremely Low Income and Very Low Income households.
- Guideline 12, *Identify Smart Parking Requirements*, addresses smart parking guidelines intended to avoid parking lots that occupy prime street frontage. The Project would replace existing surface parking with a mixed-use development that would include ground floor and subterranean parking for the commercial and residential units and parking would not be directly visible from the street. Thus, the parking would be provided internal to the Project and would not occupy prime street frontage.

Because the Project would be consistent with these applicable Guidelines, the Project would be consistent with the Planning Commission's Do Real Planning Guidelines, and impacts would be less than significant.

Conclusion:

The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. No mitigation measures would be required.

Cumulative Impacts: Land Use and Planning

Related projects would be located primarily within the Sun Valley-La Tuna Canyon Community Plan area and would have general access or be in close proximity to transit. The intensification of development within this area would be consistent with the intent of the General Plan Framework, which encourages a diversity of uses, including restaurants, commercial, residential uses, including affordable housing, in close proximity to transit. In addition, many related projects feature mixeduse components that provide housing, office, and street-oriented commercial uses that would enliven the street front and enhance pedestrian activity in accordance with the objectives of the General Plan Framework and other adopted plans. Because it is anticipated that development of the related projects would be consistent with the objectives of the General Plan and other plans that support intensification and redevelopment, land use impacts would be less than significant. Any related projects requesting discretionary approvals, such as changes to the General Plan or zoning would be vetted through environmental review and only allowed at the discretion of the City and with consideration of consistency with applicable plans.

The related projects are located in urbanized areas that are nearly fully developed where, therefore, most opportunities to build involve infill development or re-using previously developed property.

As both the Project and the related projects constitute in-fill development and would increase density, together they would not alter existing basic land use patterns.

The Project would be consistent with the policies and objectives of the Los Angeles Framework Element, Los Angeles General Plan Housing Element, Los Angeles General Plan Mobility Plan 2035, Los Angeles General Plan Noise Element, the City Planning Commission's Do Real Planning document, the SCAG's 2016 RTP/SCS, and the Sun Valley-La Tuna Canyon Community Plan. Specifically, the Project is consistent with goals and policies contained within these plans that aim to provide new housing, improve the pedestrian environment, support mixed use development near transit, improve air quality and active transportation (e.g., bicycling and walking), and encourage new high quality development that is compatible with existing uses and development.

Conclusion

Cumulative land use and planning impacts would be less than significant and would not be cumulatively considerable. No mitigation measures would be required.

6.12 Mineral Resources

Would the project:

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

Less Than Significant Impact. The Project Site is located in an urbanized area of the City. As identified in the City of Los Angeles General Plan, Conservation Element, 2001, Appendix A, the Project is located in "Mineral Resource Zone-2", a California State Geologist classification. It denotes an area in which deposits, in this case sand and gravel, are of significance to the state.⁵⁹ However, the Project Site is within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan area and is designated as Neighborhood Commercial, which corresponds to the Property's current zoning of C2-1VL, but does not correspond to the Property's current R1-1 zoning, which condition will be resolved with the Project's proposed Zone Change. The Project Site has not been historically used for mineral resource extraction. As such, grading/excavation activities associated with the Project would not result in a loss of sand or gravel.

Oil resource areas are designated as Oil Drilling Districts or State Designated Oil Fields, which often overlap. Generally, State Designated Oil Fields are broader than the drilling districts and follow specific streets and other geographic markers. As shown in the Los Angeles General Plan Safety Element, Exhibit E, Oil Field and Oil Drilling Areas, the Project Site is not located within a Los Angeles City Oil Drilling District.⁶⁰ As noted in the Phase I ESA, no oil or gas wells are located

⁵⁹ City of Los Angeles General Plan, Conservation Element, 2001.Appendix A. https://planning.lacity.org/cwd/gnlpln/consvelt.pdf, Accessed August 10, 2019.

⁶⁰ Los Angeles General Plan Safety Element, 1 996, Exhibit E, Oil Field and Oil Drilling Areas https://planning.lacity.org/cwd/gnlpln/saftyelt.pdf Accessed August 10, 2019.

on the Project Site and as a mixed-use Project, implementation of the Project would not involve any oil, gas, or mineral extraction uses.

As the Project Site does not have any wells and no active oil wells are located in its immediate vicinity and the Project has not been used for mineral extraction and does not include any oil or mineral extraction uses, the Project would not result in the loss of availability of known mineral resources.

Conclusion

Impacts to mineral resources would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. The Project Site is located in an urbanized area of the City. As identified in the City of Los Angeles General Plan, Conservation Element, 2001, Appendix A, the Project is located in an area identified as "Mineral Resource Zone-2", a California State Geologist classification. The Project Site has not been historically used for mineral resource extraction and is not zoned for mineral extraction uses, as it is designated as Neighborhood Commercial within the City of Los Angeles Sun Valley-La Tuna Canyon Community Plan. Because the Project is not currently occupied with mineral extraction uses, is not within a mineral resource recovery zone within the City of Los Angeles General Plan, operation of the Project would not involve mineral extraction, grading/excavation activities associated with the Project would not result in a loss of sand or gravel, and the Project would not encroach on the City's existing sand and gravel mining operations, it would not result in the loss of availability of these locally important mineral resources.

Conclusion

There would be no impact to locally-important mineral resources and no mitigation measures are required.

Cumulative Impacts: Mineral Resources

None of the related projects are within the LA City Oil Drilling District and its respective State Designated Oil Field. Some of the related projects would be located in "Mineral Resource Zone-2", a California State Geologist classification denoted on the Los Angeles General Plan, Conservation Element, 2001, as an area which contains deposits, in this case sand and gravel, which are of significance to the state.⁶¹ The nearest mineral extraction operation is the Vulcan Materials Company (Sun Valley Sand, Gravel & Asphalt) located north of the I-5, north of the Project Site,

⁶¹ City of Los Angeles General Plan, Conservation Element, 2001.Appendix A. https://planning.lacity.org/cwd/gnlpln/consvelt.pdf, Accessed August 10, 2019.

however, none of the related projects are located within this mineral extraction operation site or involve mineral operations.

Conclusion

As discussed above, the Project would have a less than significant impact on mineral resources and the Project's contribution to cumulative impacts would not be cumulatively considerable. Impacts would be less than significant and no mitigation measures are required.

6.13 Noise

The analysis is based on the information provided in the Project-specific Noise Technical Report contained in Appendix H.

Would the project result in:

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if the Project would generate noise levels during construction and operations that exceed the applicable noise level standards set forth in the City's General Plan Noise Element and Municipal Code. The following analysis evaluates the potential noise impacts at nearby noise-sensitive land uses resulting from construction and operation of the Project. As discussed below, implementation of mitigation measures would ensure a less-than-significant impact with respect to construction and operational noise impacts.

Noise Fundamentals

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is often defined as sound that is objectionable because it is unwanted, disturbing, or annoying. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and the obstructions or atmospheric factors, which affect the propagation path to the receptor, determine the sound level and the characteristics of the noise perceived by the receptor.

Frequency, Amplitude, and Decibels

Continuous sound can be described by its *frequency* (pitch) and *amplitude* (loudness). A low-frequency sound is perceived as low in pitch; a high-frequency sound is perceived as high-pitched. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

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The amplitude of pressure waves generated by a sound source correlates with the loudness of that source. The amplitude of a sound is typically described in terms of *sound pressure level* (SPL), also referred to simply as the sound level. The SPL refers to the root-mean-square $(rms)^{62}$ pressure of a sound wave and is measured in units called microPascals (µPa). One µPa is approximately one hundred-billionth of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to over 100,000,000 µPa. Because of this large range of values, sound is rarely expressed in terms of µPa. Instead, a logarithmic scale is used to describe the SPL in terms of decibels, abbreviated dB. The decibel is a logarithmic unit that describes the ratio of the actual sound pressure to a reference pressure (20 µPa is the standard reference pressure level for acoustical measurements in air).

Because decibels represent noise levels using a logarithmic scale, SPLs cannot be added, subtracted, or averaged through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one bulldozer produces an SPL of 80 dB, two bulldozers would not produce a combined sound level of 160 dB. Rather, they would combine to produce 83 dB. The cumulative sound level of any number of sources, such as excavators, can be determined using decibel addition.

The dB scale alone does not adequately characterize how humans perceive noise. Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000 to 8,000 Hz and perceive sounds within that range better than sounds of the same amplitude at higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted (i.e., adjusted), depending on human sensitivity to those frequencies. The resulting SPL is expressed in A-weighted decibels, or dBA. On this scale, the range of human hearing extends from about 3 dBA to about 140 dBA. A 10-dBA increase is judged by most people as a doubling of the sound level. The A-weighting scale approximates the frequency response of the average young ear when listening to most ordinary sounds.

Studies have shown that under controlled conditions in an acoustics laboratory, a healthy human ear is able to discern changes in sound levels of 1 dBA. In the normal environment, the healthy human ear can detect changes of about 2 dBA. However, it is widely accepted that a doubling of sound energy, which results in a change of 3 dBA in a normal environment, is considered to be barely perceptible to most people. A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as being twice as loud. Accordingly, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) resulting in a 3 dBA increase in sound would generally be barely detectable.

⁶² Root-mean-square (rms) is defined as the square root of the mean (average) value of the squared amplitude of the noise signal.

Noise Descriptors

Because sound levels can vary markedly over a short period of time, various descriptors or noise "metrics" have been developed to quantify environmental and community noise. These metrics generally describe either the average character of the noise or the statistical behavior of the variations in the noise level. Some of the most common metrics used to describe environmental noise, including those metrics used in this report, are described below.

- Equivalent Sound Level (L_{eq}) is the most common metric used to describe short-term average noise levels. Many noise sources produce levels that fluctuate over time; examples include mechanical equipment that cycles on and off, or construction work, which can vary sporadically. The L_{eq} describes the average acoustical energy content of noise for an identified period of time, commonly 1 hour. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustical energy over the duration of the exposure. For many noise sources, the L_{eq} will vary, depending on the time of day. A prime example is traffic noise, which rises and falls, depending on the amount of traffic on a given street or freeway.
- Maximum Sound Level (L_{max}) and Minimum Sound Level (L_{min}) refer to the maximum and minimum sound levels, respectively, that occur during the noise measurement period. More specifically, they describe the rms sound levels that correspond to the loudest and quietest 1-second intervals that occur during the measurement.
- **Percentile-Exceeded Sound Level (L**_{xx}) describes the sound level exceeded for a given percentage of a specified period. For example, the L₅₀ is the sound level exceeded 50 percent of the time (such as 30 minutes per hour), and L₂₅ is the sound level exceeded 25 percent of the time (such as 15 minutes per hour).
- **Community Noise Equivalent Level (CNEL)** is a measure of the 24-hour average A-weighted noise level that is also time-weighted to "penalize" noise that occurs during the evening and nighttime hours when noise is generally recognized to be more disturbing (because people are trying to rest, relax, and sleep during these times). In order to account for this in calculating the CNEL, 5 dBA is added to the Leq during the evening hours of 7 p.m. to 10 p.m.; 10 dBA is added to the Leq during the nighttime hours of 10 p.m. to 7 a.m.; and the energy average is then taken for the whole 24 hour day.
- **Day-Night Sound Level (L**dn) is similar to the CNEL described above. Ldn is also a timeweighted average of the 24-hour A-weighted noise level. The only difference is that no "penalty" is applied to the evening hours of 7 p.m. to 10 p.m. 10 dBA is added to the Leq during the nighttime hours of 10 p.m. to 7 a.m., and the energy average is then taken for the whole 24hour day.

Relevant Noise Regulations

City of Los Angeles Municipal Code

The following is a discussion of the relevant noise regulations and standards established under the City of Los Angeles Municipal Code (LAMC) that would be applicable to the Project.

Construction Noise

Section 41.40(a) of the LAMC prohibits the use, operation, repair, or servicing of construction equipment, as well as job-site delivery of construction materials, between the hours of 9:00 p.m. and 7:00 a.m. where such activities would disturb "persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence." Under Section 41.40(b), construction noise emanating from property zoned for manufacturing or industrial uses is exempted from the Section 41.40(a) standards. In addition, Section 41.40(c) prohibits construction, grading, and related job-site deliveries on or within 500 feet of land developed with residential structures before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday or at any time on Sunday.

Section 112.05 of the LAMC places a noise level limit of 75 dBA at a distance of 50 feet for powered equipment or tools, which includes construction equipment in, or within 500 feet of, any residential zone between the hours of 7 a.m. and 10 p.m. Under the code, such limits shall not apply where compliance is technically infeasible. Technical infeasibility means that the noise limit cannot be achieved despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during operation of the equipment. Section 111.02 of the LAMC provides guidance on conducting sound level measurements pursuant to City noise regulations. The guidance from this section states, in part:

"...the level of a particular noise being measured shall be the numerical average of noise measurements taken at a given location during a given time period."

The LAMC does not state a specific averaging time to be used for a noise measurement conducted pursuant to City noise regulations. However, as indicated in Section 111.02(b) of the LAMC in regard to sound level measurement procedure and criteria, the City references a period of "60 consecutive minutes" as a criterion in assessing an alleged offensive noise. Therefore, for the purpose of assessing construction activities, the L_{eq} for a 1-hour period is appropriate to assess Project impacts.

Operational Noise

Chapter XI, Noise Regulation (Noise Ordinance), of the LAMC regulates noise from nontransportation noise sources such as commercial or industrial operations, mechanical equipment, or residential activities. Although these regulations do not apply to vehicles operating on public rights-of-way, it is noted that they do apply to noise generated by vehicles on private property, such as in parking lots or parking structures. The exact noise standards vary, depending on the type of noise source; however, the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. Section 111.01(a) defines ambient noise as "the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes."

Section 111.02 provides procedures and criteria for measuring the sound level of noise sources that are alleged to be "offending." Section 111.02 states that under conditions where noise alleged to be offending occurs for more than five but less than 15 minutes in any 1-hour period between the hours of 7:00 a.m. and 10:00 p.m. of any day, a five dBA allowance should be provided to the noise source (i.e., a value of -5 dBA would be added to the sound level measurement of the offending noise source). Additionally, under conditions where the offending noise occurs for five minutes or less in any 1-hour period between the hours of 7:00 a.m. and 10:00 p.m. of any day, an additional five dBA allowance can be provided to the noise source. However, under conditions where the offending noise source generates either repeated impulsive noise levels or steady-tone noise levels with an audible fundamental frequency or overtones (except for noise emanating from any electrical transformer or gas-metering and pressure-control equipment existing and installed prior to September 8, 1986), a five dBA penalty should be accounted for in the noise levels (i.e., a value of +5 dBA would be added to the sound level measurement of the offending noise source).

Section 111.03 provides minimum ambient noise levels for various land uses, as described in Table 6-18 below. In the event that the actual measured ambient noise level at a subject location is lower than that provided in the table, the level in the table shall be assumed.

	Assumed Minimum Ambient Noise (L_{eq}), dBA		
Zone	Daytime (7 a.m. – 10 p.m.)	Nighttime (10 p.m. – 7 a.m.)	
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40	
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55	
M1, MR1, and MR2	60	55	
M2 and M3	65	65	

TABLE 6-18 CITY OF LOS ANGELES ASSUMED MINIMUM AMBIENT NOISE LEVELS

Source: Los Angeles Municipal Code, Section 111.03.

^a At the boundary line between two zones, the ambient noise level of the quieter zone shall be used.

As discussed previously, the LAMC is not explicit with respect to defining the length of time over which an average noise level should be assessed. However, based on the noted reference to "60 consecutive minutes" in Section 111.02 of the LAMC, the 1-hour L_{eq} metric is used as the length of time to determine an average noise level.

Section 112.01 of the Noise Ordinance addresses noise from radios, television sets, and similar devices that are used for the producing, reproducing, or amplification of the human voice, music, or any other sound. This section states that any noise level caused by these devices that is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, would be a noise violation. Additionally,

these devices may not generate noise that exceeds the ambient noise level at any adjacent property by more than 5 dBA.

Section 112.02 of the Noise Ordinance addresses noise from air-conditioning, refrigeration, heating, pumping, and filtering equipment. This section states that such equipment may not generate noise that would exceed the ambient noise level at any adjacent property by more than 5 dBA.

Section 112.04 of the Noise Ordinance addresses noise from powered equipment intended for repetitive use in residential areas (e.g., lawn mower, backpack blower, lawn edger, riding tractor) and other machinery, equipment, and devices. This section states that the operation of said equipment between the hours of 10:00 p.m. and. 7:00 a.m. within any residential zone or within 500 feet of a residence is prohibited. Additionally, noise levels associated with the operation of this type of equipment may not generate noise that would exceed the ambient noise level at any adjacent property by more than 5 dBA.

Section 114.02 of the Noise Ordinance addresses noise from motor-driven vehicles. (It is noted that the requirement applies to vehicles on private property only and does not apply to vehicles operated within public rights-of-way.) This section states that such vehicles may not generate noise that would exceed the ambient noise level at any occupied residential property by more than 5 dBA.

Section 114.03 of the Noise Ordinance addresses noise from vehicle loading and unloading. This section prohibits the loading or unloading of any vehicle, or operation of any dollies, carts, forklifts, or other wheeled equipment, between the hours of 10:00 p.m. and 7:00 a.m. of the following day that causes any impulsive sound or raucous or unnecessary noise within 200 feet of any residential building.

City of Los Angeles General Plan Noise Element (1999)

In addition to the previously described LAMC provisions, the City has also established noise guidelines in the Noise Element of the City's General Plan that are used for planning purposes. These guidelines are based, in part, on the community noise compatibility guidelines established by the California State Governor's Office of Planning and Research and are intended for use in assessing the compatibility of various land use types with a range of noise levels.⁶³ These are not strict standards, but rather are intended to help guide the determination of appropriate land use and mitigation measures relative to existing or anticipated ambient noise levels. The land use/noise compatibility guidelines in the City's General Plan Noise Element are shown in Table 6-19. As shown, the CNEL noise levels for specific land uses are classified into four categories: (1) "normally acceptable" (2) "conditionally acceptable" (3) "normally unacceptable" and (4) "clearly unacceptable." A CNEL value of 70 dBA is considered the dividing line between a "conditionally acceptable" and "normally unacceptable" noise environment for noise sensitive land uses, including residences, transient lodgings, schools, and libraries.

⁶³ State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003.

	Day-Night Average Exterior Sound Level (CNEL dB)						
Land Use Category	50	55	60	65	70	75	80
Residential Single-Family, Duplex, Mobile Home	А	С	С	С	Ν	U	U
Residential Multi-Family	А	А	С	С	Ν	U	U
Transient Lodging, Motel, Hotel	А	А	С	С	Ν	U	U
School, Library, Church, Hospital, Nursing Home	А	А	С	С	Ν	Ν	U
Auditorium, Concert Hall, Amphitheater	С	С	С	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	С	С	С	С	C/U	U	U
Playground, Neighborhood Park	А	А	А	A/N	Ν	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	А	А	А	А	Ν	A/N	U
Office Building, Business, Commercial, Professional	А	А	А	A/C	С	C/N	Ν
Agriculture, Industrial, Manufacturing, Utilities	А	А	А	А	A/C	C/N	Ν

TABLE 6-19 CITY OF LOS ANGELES GUIDELINES FOR NOISE COMPATIBLE LAND USE

Source: City of Los Angeles General Plan, Noise Element, 1999.

Notes:

A = Normally acceptable. Specified land use is satisfactory, based on the assumption that the buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction; closed windows and fresh air supply systems or air-conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

Thresholds of Significance

Short-term Construction Noise Criteria

As discussed above, the City regulates construction noise levels per the requirements of the LAMC, which establishes permissible hours for construction activities under Section 41.40 and noise level limits for construction equipment under Section 112.05. As such, the construction noise levels generated by the Project will be assessed against these noise regulations and standards of the LAMC to determine whether potential noise impacts would occur. Therefore, construction activities that either occur outside of the City's permitted construction hours and days identified in Section 41.40 of the LAMC or generate noise levels in excess of the 75 dBA 1-hour L_{eq} noise limit established under Section 112.05 of the LAMC are considered to result in significant impacts. Section 112.05 of the LAMC indicates that the 75 dBA L_{eq} noise limit applies at a distance of 50 feet. However, for this analysis, the noise limit is conservatively applied at the nearest sensitive receptors to the Project Site in recognition of the fact that there are existing noise-sensitive receptors fewer than 50 feet from the Project Site.

Long-term Operational Noise Criteria

In accordance with the noise regulations established under the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation for most operational noise sources. As discussed above, this standard applies to: (1)

radios, television sets, and similar devices defined in LAMC Section 112.01; (2) air conditioning, refrigeration, heating, pumping, and filtering equipment defined in LAMC Section 112.02; (3) powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices defined in LAMC Section 112.04; and (4) motor vehicles driven on site as defined in LAMC Section 114.02. As such, based on the regulations of the LAMC, a significant operational noise impact would occur if Project-related operational on-site (i.e., non-roadway) noise sources such as building mechanical/electrical equipment, parking facilities, outdoor gathering areas, and loading dock areas increase the existing ambient noise level at adjacent land uses that would be most adversely affected by the Project's operational noise levels would be the single-family residences located to the east and south.

Traffic Noise Criteria

With respect to roadway noise, which is a continual noise source that occurs throughout the day, a 24-hour average noise level metric (i.e., dBA CNEL) is used to assess noise impacts associated with the Project based on the City's land use/noise compatibility guidelines shown in Table 6-20.⁶⁴ With respect to the community noise assessment, changes in noise levels of fewer than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. For the purpose of this analysis, a significant impact related to an increase in traffic noise levels resulting from Project-induced vehicle trips during construction and operations would occur if the Project causes the ambient noise level measured at the property line of affected sensitive land uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category identified in Table 6-20, or any 5 dBA or greater noise increase.

Existing Noise Environment

The Project Site is located in an urbanized area surrounded by a mix of land uses, including commercial, residential, industrial, office, and school uses. The existing noise environment in the Project vicinity is dominated by traffic noise on local streets, with the loudest noise levels generated along North Lankershim Boulevard. Other secondary noise sources observed near the Project Site include vehicles at the fast food restaurant, power tools used at the automotive repair businesses, aircraft overflights, children playing outdoors from afar at the Arminta Street Elementary School, residential-generated noise (e.g., dogs barking, vehicle operation), and natural background noise (e.g., birds and rustling leaves). In order to document existing noise levels in the study area, a total of seven noise measurements were obtained in the Project vicinity. Five short-term (ST) measurements were obtained in the surrounding area on Wednesday, April 24, 2019, and Friday, April 26, 2019. In addition, two long-term (LT) noise measurements were conducted within the Project Site along the Project boundary adjacent to existing off-site residential dwellings. The noise-monitoring locations were selected to document the existing noise levels at the Project Site and at various neighboring noise-sensitive receptor locations. Each of the ST measurements was

⁶⁴ As discussed previously, the City's land use/noise compatibility guidelines are most commonly applied to noise from mobile (transportation) noise sources, such as traffic, rail, and aircraft noise. Stationary noise sources are most commonly addressed using the municipal code standards.

conducted over a period of at least 20 minutes, while the LT measurements were conducted over a 24-hour period from midnight to midnight. All measurement locations are indicated on Figure 6-1.

The instrumentation used to obtain the ST noise measurements consisted of a Type 1 Larson Davis (Model 831) integrating sound level meter (SLM). The instrumentation used to obtain the LT noise measurements consisted of Type 2 Piccolo (Model SLM-P3) SLMs. Both the Type 1 and Type 2 SLMs were field-calibrated prior to each measurement to ensure accuracy, using a Larson Davis CAL200 acoustical calibrator; the calibration was also re-checked at the conclusion of each measurement. The instruments are maintained to manufacturer specifications to ensure accuracy, in accordance with American National Standards Institute standard S1.4-2006. For all measurement, the SLM microphone was mounted at a height of 5 feet above the ground. The noise measurement results are summarized in Table 6-20.

				Noise Le	vels (dBA)	
Location Number: Description	Date	Time ^a	L_{eq}	L _{max}	L_{min}	CNEL
LT1: Eastern property line of		Daytime	55.8 ^b	57.3 ^b	54.0 ^b	
Project Site, south of Strathern Street, adjacent to single-family residence.	4/25/2019 to 4/26/2019	Nighttime	53.1°	57.3°	48.1°	60.5
LT2: Eastern property line of	4/25/2019 to	Daytime	48.2 ^b	52.1 ^b	44.1 ^b	
Project Site, south of Blythe Street, adjacent to single-family residence.	4/26/2019	Nighttime	45.2°	49.7°	42.0°	52.7
ST1: In front of single-family residence, 11669 Strathern Street, north of the Project Site.	4/24/2019	10:23 a.m. to 10:43 a.m.	67.9	79.3	49.7	NM
ST2: Adjacent to single-family residence, 11713 Blyth Street, west of the Project Site.	4/24/2019	10:59 a.m. to 11:19 a.m.	58.5	77.6	46.8	NM
ST3: Adjacent to Arminta Elementary School property line along Beck Avenue, east of the Project Site.	4/26/2019	10:38 a.m. to 10:58 a.m.	55.2	67.0	48.0	NM
ST4: Northern property line of single-family residence, 7858 Troost Avenue, south of the Project Site.	4/26/2019	9:58 a.m. to 10:18 a.m.	52.2	46.1	65.4	NM
ST5: Adjacent to Village Inn Motel, 7833 Lankershim Boulevard, southwest of the Project Site.	4/24/2019	11:29 a.m. to 11:49 a.m.	70.1	48.5	80.7	NM

TABLE 6-20 MEASURED EXISTING NOISE LEVELS IN PROJECT AREA

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

Note: NM = Not measured

^a Daytime = 7 a.m. to 10 p.m. Nighttime = 10 p.m. to 7 a.m.

^b The value represents the noise level for the noise metric (i.e., L_{eq}, L_{max}, and L_{min}) across the daytime period (i.e., 7 a.m. to 10 p.m.).

^c The value represents the noise level for the noise metric (i.e., L_{eq}, L_{max}, and L_{min}) across the nighttime period (i.e., 10 p.m. to 7 a.m.).





Noise measurements indicate that the daytime ambient noise levels generally ranged between approximately 48 and 70 dBA L_{eq} in the Project area. The LT noise measurements indicate that the average daily noise levels ranged between approximately 53 dBA CNEL in the southeastern portion of the Project Site south of Blythe Street (LT2) and 61 dBA CNEL in the northeastern portion of the Project Site between Strathern Street and Blythe Street (LT1). The higher average daily noise level at the northeastern portion of the Project Site is mainly due to its proximity to Strathern Street, which experiences higher daily vehicular traffic than Blythe Street.

Project Design Features

The following PDFs would be implemented by the Project to minimize its construction and operational noise levels:

PDF-NOI-1: No pile driving activities or blasting will be allowed at the Project Site during construction.

PDF-NOI-2: All noise-generating mechanical equipment during Project operations will be equipped with noise-muffling devices or shielding (e.g., enclosures) to minimize noise levels at neighboring properties in accordance with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. The noise control methods that will be implemented by the Project to reduce its mechanical equipment noise levels may include, but will not be limited to:

- a) Selecting mechanical equipment designed to produce low noise levels. This includes the mechanical equipment for heating and cooling interior spaces (i.e., HVAC) as well as equipment associated with the swimming pool;
- b) Shielding mechanical equipment with screens, acoustical louvers, or other noise barriers; and
- c) Installing a parapet wall around the perimeter of the rooftop of the mixed-use building to minimize noise levels from HVAC equipment.

PDF-NOI-3: The Project will implement operational restrictions to limit excessive noise generated by residents at the outdoor amenity areas located at the ground floor level, which includes the pool deck and spa, game lounge, outdoor kitchen, BBQ and sitting area, tot lot, community garden, and pet park. Such restrictions will include limiting the hours of use at these outdoor areas to between 7:00 a.m. and 10:00 p.m. (to correspond with the daytime hours specified by the City's noise ordinance), enforcing all applicable capacity limits on the number of residents using each amenity area (for example, as required by fire or safety codes), and restricting the exterior use of amplified music. Building management staff would be required to ensure that operations remain in compliance with the daytime noise limits set forth in the LAMC.

Construction Noise

On-site Construction Activities

Construction activities associated with the Project are anticipated to last approximately 39 months, with completion anticipated in 2023. During this time, temporary increases in noise levels in the Project area would occur during certain phases of the construction period due to the operation of various large construction equipment within the Project Site. Construction of the Project would involve demolition of the existing single-story office, single-story commercial building, and associated surface parking lot followed by construction of a seven-story mixed-use building with 432 apartment units above 22,000 square feet of commercial retail and restaurant uses. Grading activities would include cut and fill with approximately 89,000 cubic yards of soil being exported from the Project Site. For any individual off-site receptor adjacent or in proximity to the Project, noise levels experienced over the construction period would fluctuate depending on the type of construction activity and the location of that activity occurring within the Project Site. The noise levels generated by each individual piece of construction equipment associated with each of the different construction activities that would occur as part of the Project are shown in Table 6-21.

			Individual Equipment Noise Levels (dBA) at 50 Feet
Activity	Equipment	Quantity ^a	L _{eq}
Demolition	Concrete Saw	1	83
	Dozer	2	78
	Excavator	2	77
Site preparation	Backhoe	1	74
	Dozer	1	78
	Excavator	1	77
	Loader	1	75
Grading	Backhoe	1	74
	Dozer	1	78
	Excavator	1	77
	Loader	2	75
Building Construction	Crane	1	73
	Forklift	1	68
	Generator	1	78
	Loader	1	75
	Welder	1	70
Paving	Backhoe	1	74
	Cement/mortar mixer	1	75

TABLE 6-21 PROJECT CONSTRUCTION ACTIVITIES AND EQUIPMENT NOISE LEVELS

			Individual Equipment Noise Levels (dBA) at 50 Feet
Activity	Equipment	Quantity ^a	L_{eq}
	Paver	2	74
	Roller	1	73
Architectural Coatings	Air Compressor	1	74

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H.

^a The quantity of each type of equipment that is anticipated to operate at the Project Site during each construction activity.

For the purpose of this analysis, the composite hourly average noise levels for the multiple equipment items associated with each construction activity shown in Table 6-22 were first calculated at a reference distance of 50 feet as part of an intermediary step for use in estimating the noise levels at sensitive off-site receptors. The composite hourly average noise levels for each construction activity are shown in Table 6-22.

Construction Activity	Average Composite Hourly Noise Level (L_{eq}) at 50 feet, dBA		
Demolition	86		
Site preparation	82		
Grading	83		
Building Construction	81		
Paving	81		
Architectural Coatings	74		

 TABLE 6-22

 COMPOSITE NOISE LEVELS FOR EACH CONSTRUCTION ACTIVITY

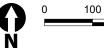
Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H.

As shown in Table 6-22, the average hourly noise levels for the Project's construction activities would range from 74 to 86 dBA L_{eq} at the reference distance of 50 feet. The highest noise levels would be associated with the demolition activities.

The nearest sensitive land uses in the Project Site vicinity that could be exposed to increased noise levels during Project construction are be the single-family residences to the north, across Strathern Street and the single family residences directly adjacent to the eastern and southern Project Site boundaries. Additional single-family residences farther away that could also be exposed to increased noise levels during Project construction include those to the west, across Lankershim Boulevard and behind the automotive and commercial uses that front the roadway, and farther south, across Arminta Street. Additionally, other noise-sensitive land uses in the Project vicinity include the Village Inn Motel approximately 450 feet southwest of the Project Site and the Arminta Street Elementary School approximately 715 feet east of the Project Site. For the purposes of this analysis, potential construction-related noise impacts were assessed at each of these sensitive receptor locations, which are shown on Figure 6-2.



Figure 6-2 Off-Site Sensitive Receptor Locations Analyzed 7940 Lankershim Blvd. Project



200

Feet

The highest construction noise levels at each of the analyzed receptor locations were estimated based on the composite noise levels shown in Table 6-22 and the distance of each analyzed receptor from the Project's construction activities. The estimated construction noise levels experienced by the nearby sensitive receptors, which do not account for any noise mitigation measures, are shown in Table 6-23.

Receptor Description/Location	Highest Estimated Average Hourly Noise Level (dBA $L_{\mbox{\scriptsize eq}})^a$
1. Single-family residences along West Strathern Street, approximately 90 feet north of Project Site	70
2. Single-family residences directly east of, and adjacent to, the northeastern portion of the Project Site (north of Blythe Street)	83
3. Single-family residence directly east of, and adjacent to, the southeastern portion of the Project Site (south of Blythe Street)	82
4. Single-family residences directly south of, and adjacent to, the Project Site	84
5. Single-family residences along Arminta Street, approximately 215 feet south of the Project Site	66 ^b
6. Single-family residences approximately 230 feet west of the Project Site, across North Lankershim Boulevard	66 ^b
7. Village Inn Motel approximately 450 feet southwest of the Project Site, across North Lankershim Boulevard	61 ^b
8. Arminta Street Elementary School approximately 715 feet east of the Project Site, along Beck Avenue between Strathern Street and Arminta Street	47°

 TABLE 6-23

 ESTIMATED CONSTRUCTION NOISE LEVELS AT NEARBY SENSITIVE RECEPTORS – UNMITIGATED

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

^a The noise levels are estimated using a source-to-receptor distance that represents the acoustical average distance between the construction area and each receptor location.

^b The estimated construction noise level at this location takes into account an additional 5 dBA reduction in noise levels due to the presence of intervening building structures that obstruct the line of sight between the receptor and the Project Site.

^c The estimated construction noise level at this location takes into account an additional 10 dBA reduction in noise levels due to the presence of numerous rows of intervening single-family residential structures that obstruct the line of sight between the receptor and the Project Site.

As shown in Table 6-23, the highest estimated unmitigated construction-related noise levels that could result at nearby sensitive receptors over the course of Project's construction period would range from 47 dBA L_{eq} at sensitive receptor 8 to 84 dBA L_{eq} at sensitive receptor 4. The construction noise levels at sensitive receptors 2, 3, and 4 would exceed 75 dBA L_{eq} , while the construction noise levels at the other analyzed sensitive receptors would be below 75 dBA L_{eq} . It should be noted that the noise levels shown in Table 6-23 are considered to be a conservative estimate, as they account for the concurrent operation of all construction day, it would be seldom if ever that all construction equipment at the Project Site is expected to be staggered throughout the construction day and each piece would be turned off when not in use. Furthermore, during the quieter phases of construction or when construction activity moves farther away from a receptor, the noise levels

would decrease. As such, the highest construction noise levels experienced at each off-site sensitive receptor would only occur over a temporary period within the Project's overall construction schedule. Furthermore, construction activities will comply with the hourly restrictions for noise-generating construction activities, as specified in Section 41.40(a) of the LAMC, which prohibit construction activities between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, and between 6:00 p.m. and 8:00 a.m. on any Saturday or national holiday or at any time on Sunday.

Nonetheless, because the construction noise levels at sensitive receptors 2, 3, and 4 would exceed 75 dBA L_{eq}, Mitigation Measure NOI-1 is recommended to reduce the noise levels at these affected receptors by requiring the implementation of various noise-minimizing measures during Project construction. Amongst these measures are the erection of a 15-foot-high temporary noise barrier along the eastern and southern boundaries of the Project Site, scheduling high noise-producing construction activities during periods that are least sensitive at off-site sensitive receptors, positioning stationary construction equipment as far away as practical from adjacent noise-sensitive receptors, and limiting on-site vehicle speeds and truck idling, among other measures. The estimated construction noise levels experienced by the nearby sensitive receptors with implementation of Mitigation Measure NOI-1 are shown in Table 6-24.

Receptor Description/Location	Highest Estimated Average Hourly Noise Level (dBA $L_{eq})^{b}$
1. Single-family residences along West Strathern Street, approximately 90 feet north of Project Site	70
2. Single-family residences directly east of, and adjacent to, the northeastern portion of the Project Site (north of Blythe Street)	73
3. Single-family residence directly east of, and adjacent to, the southeastern portion of the Project Site (south of Blythe Street)	72
4. Single-family residences directly south of, and adjacent to, the Project Site	74
5. Single-family residences along Arminta Street, approximately 215 feet south of the Project Site	56°
6. Single-family residences approximately 230 feet west of the Project Site, across North Lankershim Boulevard	66°
7. Village Inn Motel approximately 450 feet southwest of the Project Site, across North Lankershim Boulevard	61°
8. Arminta Street Elementary School approximately 715 feet east of the Project Site, along Beck Avenue between Strathern Street and Arminta Street	37 ^d

 TABLE 6-24

 ESTIMATED CONSTRUCTION NOISE LEVELS AT NEARBY SENSITIVE RECEPTORS – MITIGATED^A

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

^a The mitigated construction noise levels account primarily for the erection of a 15-foot-high temporary noise barrier with a minimum sound transmission class (STC) rating of 28 along the eastern and southern boundaries of the Project Site that would provide a minimum of 10 dBA noise attenuation.

^b The noise levels are estimated using a source-to-receptor distance that represents the acoustical average distance between the construction area and each receptor location.

^c The estimated construction noise level at this location takes into account an additional 5 dBA reduction in noise levels due to the presence of intervening building structures that obstruct the line of sight between the receptor and the Project Site.

^d The estimated construction noise level at this location takes into account an additional 10 dBA reduction in noise levels due to the presence of numerous rows of intervening single-family residential structures that obstruct the line of sight between the receptor and the Project Site.

As shown in Table 6-24, with implementation of Mitigation Measure NOI-1, the highest estimated construction-related noise levels at sensitive receptors 2, 3 and 4 would be 73, 72, and 74 dBA L_{eq} , respectively, which would all be below 75 dBA L_{eq} . The noise levels shown in Table 6-25 take into consideration the noise attenuation provided by the distance between the sources and the receptors, and the 15-foot-high noise barrier with a minimum sound transmission class (STC) rating of 28 that would be constructed around the eastern and southern perimeter of the Project Site boundary, which would be capable of reducing noise levels by a minimum of 10 dBA. The other noise control methods listed as part of Mitigation Measure NOI-1 are more difficult to quantify and, as such, are not factored into the estimated noise levels. Therefore, actual noise levels would be lower than what is shown in Table 6-24. Thus, with the implementation of Mitigation Measure NOI-1, the Project would not expose any of the nearest off-site sensitive receptors to noise levels that exceed 75 dBA L_{eq} . Therefore, construction noise impacts would be reduced to a less-than-significant level.

Mitigation Measure

MM NOI-1: The following measures shall be employed during Project construction to reduce short-term noise levels:

- a) A 15-foot-high temporary noise barrier with a minimum STC rating of 28 will be erected along the eastern and southern boundaries of the Project Site to provide a minimum of 10 dBA noise attenuation.
- b) Equipment staging and laydown areas will be located at the farthest practical distance from nearby residential land uses.
- c) High noise-producing construction activities will be scheduled during periods that are least sensitive, such as during daytime hours when neighboring residents are generally away at work.
- d) Construction equipment will be fitted with noise-reduction features such as mufflers and engine shrouds that are no less effective than those originally installed by the manufacturer.
- e) Stationary construction equipment, such as compressors, will be positioned as far away as practical from adjacent noise-sensitive receptors.
- f) All construction equipment not in use will be switched off.
- g) Haul trucks will not be allowed to idle for periods greater than 5 minutes, except as needed to perform a specified function (e.g., concrete mixing). Signs will be posted in delivery loading areas specifying this idling restriction.
- h) On-site vehicle speeds will be limited to 15 miles per hour or less (except in cases of emergency).
- i) Construction-related truck traffic will be routed away from noise-sensitive areas to the extent feasible.
- j) Back-up beepers for all construction equipment and vehicles will be broadband sound alarms or adjusted to the lowest noise levels possible, provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available, alternative safety measures such as escorts and spotters will be employed.

k) A designated point of contact will be identified to address noise-related complaints during construction. The noise disturbance coordinator will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will be required to implement reasonable measures such that the complaint is resolved.

Construction Traffic

Construction worker vehicles and haul trucks, which would transport equipment and materials to and from the Project Site, would incrementally increase noise levels on the local roads in the Project area. The trucks traveling to and from the Project Site would be required to travel along the haul route approved by the City of Los Angeles for the Project. While the specific haul route has not been finalized at this stage, it is likely that construction traffic would access the Project Site using either Strathern Street and/or Lankershim Boulevard from either Interstate 5 or State Route 170.

Based on construction-related information provided by the Applicant, it was determined that the grading construction phase for the Project would require the most heavy truck trips per day, which would contribute most to increased roadway noise levels in the Project area. During this phase, an estimated 278 daily truck trips (139 inbound and 139 outbound), 55 daily vendor trips (28 inbound and 28 outbound), and 14 daily worker trips (7 inbound and 7 outbound) would occur. To assess the potential traffic noise increase resulting from Project construction, the additional daily traffic volumes generated from Project construction (i.e., 278 truck trips, 55 vendor trips, and 14 worker trips) were added to the existing daily traffic volumes on the segments of Strathern Street and Lankershim Boulevard in the Project vicinity to assess the increase in noise levels. The estimated roadway noise levels resulting from the addition of the Project's construction-related traffic on these two analyzed roadways are shown in Table 6-25.

Roadway	Roadway Segment	Existing Traffic Volume Noise Levels (dBA CNEL) ^a	Existing + Project Construction Traffic Volume Noise Levels (dBA CNEL) ^a	Increase (dBA CNEL)
Lankershim	South of Tuxford Street	67.6	68.2	0.6
Boulevard	North of Strathern Street	67.4	68.0	0.6
	South of Strathern Street	67.6	68.2	0.6
	North of Stagg Street	67.8	68.3	0.5
	South of Stagg Street	67.8	68.3	0.5
	North of Saticoy St.	67.8	68.3	0.5
	South of Saticoy St.	67.8	68.4	0.6
Strathern Street	West of Laurel Canyon Boulevard	63.5	64.8	1.3
	East of Laurel Canyon Boulevard	63.2	64.6	1.4
	West of Lankershim Boulevard	62.8	64.3	1.5

 TABLE 6-25

 OFF-SITE CONSTRUCTION TRAFFIC NOISE LEVELS

Roadway	Roadway Segment	Existing Traffic Volume Noise Levels (dBA CNEL) ^a	Existing + Project Construction Traffic Volume Noise Levels (dBA CNEL) ^a	Increase (dBA CNEL)
	East of Lankershim Boulevard	64.9	65.9	1.0
	West of Tujunga Ave.	64.8	65.8	1.0
	East of Tujunga Ave.	63.7	65.0	1.3
	West of Vineland Ave.	63.2	64.6	1.4
	East of Vineland Ave.	60.9	63.1	2.2

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

^a Noise levels are estimated at 50 feet from the roadway centerline.

As shown in Table 6-25, the increase in traffic noise levels on both Strathern Street and Lankershim Boulevard that could potentially be used as the Project's haul route would all be below the most stringent criterion of 3 dBA CNEL. As such, the Project's effect on daily average ambient noise levels related to construction traffic would be barely noticeable and impacts would be less than significant.

Operational Noise

Operational Traffic Noise

The Project would generate new vehicle trips that would incrementally add to traffic levels on surrounding streets and could change the associated traffic noise levels. Based on the Project's TIS, it is estimated that a total net increase of 3,473 daily trips to and from the Project Site would occur as a result of the Project (Gibson Transportation Consulting, Inc., 2019). Table 6-26 summarizes the predicted existing and future noise levels, both with and without the Project, from the roadway segments considered in the TIS. The results indicate that future traffic noise levels with the Project would be 0.2 to 0.8 dB higher than existing baseline conditions, with Project-generated increases contributing 0 to 0.5 dB. With respect to the community noise assessment, changes in noise levels of less than 3 dBA are generally not discernable to most people As such, the small level of traffic noise increase resulting from the Project is considered imperceptible to the human ear. Therefore, impacts associated with traffic noise levels from implementation of the Project would be less than significant.

		FREDIC			13		
	Estimated Traffic Noise Levels at 50 feet from Roadway Centerline (dB CNEL) ^a						
Roadway/Segment	Existing (Baseline)	Existing with Project	Increase over Existing (Project Only)	Future without Project	Future with Project	Increase over Existing (Cumulative)	Increase over Future without Project
Strathern Street							
West of Laurel Canyon Road	63.5	63.6	0.1	63.8	63.9	0.4	0.1
East of Laurel Canyon Road	63.2	63.5	0.3	63.5	63.8	0.6	0.3

TABLE 6-26 PREDICTED TRAFFIC NOISE LEVELS

	Estimated Traffic Noise Levels at 50 feet from Roadway Centerline (dB CNEL) ^a						
Roadway/Segment	Existing (Baseline)	Existing with Project	Increase over Existing (Project Only)	Future without Project	Future with Project	Increase over Existing (Cumulative)	Increase over Future without Project
West of Lankershim Boulevard	62.8	63.1	0.3	63.1	63.4	0.6	0.3
East of Lankershim Boulevard	64.9	65.2	0.3	65.1	65.4	0.5	0.3
West of Tujunga Avenue	64.8	65.0	0.2	65.0	65.2	0.4	0.2
East of Tujunga Avenue	63.7	63.9	0.2	64.0	64.1	0.4	0.2
West of Vineland Avenue	63.2	63.4	0.2	63.5	63.7	0.5	0.2
East of Vineland Avenue	60.9	61.1	0.2	61.2	61.4	0.5	0.2
Stagg Street							
West of Lankershim Boulevard	54.9	55.5	0.6	55.3	55.7	0.8	0.5
East of Lankershim Boulevard	53.9	54.3	0.4	54.2	54.6	0.7	0.3
Saticoy Street							
West of Lankershim Boulevard	64.3	64.3	0.0	64.6	64.6	0.3	0.0
East of Lankershim Boulevard	63.8	63.9	0.1	64.1	64.1	0.3	0.0
West of Tujunga Avenue	63.4	63.4	0.0	63.7	63.7	0.3	0.0
East of Tujunga Avenue	62.2	62.3	0.1	62.5	62.6	0.4	0.1
Roscoe Boulevard							
West of Webb Avenue	68.4	68.4	0.0	68.6	68.6	0.2	0.0
East of Webb Avenue	68.1	68.1	0.0	68.3	68.3	0.2	0.0
Laurel Canyon Bo	ulevard						
North of Strathern Street	67.3	67.4	0.1	67.6	67.7	0.4	0.1
South of Strathern Street	67.2	67.3	0.1	67.4	67.5	0.3	0.1

	Estimated Traffic Noise Levels at 50 feet from Roadway Centerline (dB CNEL) ^a						
Roadway/Segment	Existing (Baseline)	Existing with Project	Increase over Existing (Project Only)	Future without Project	Future with Project	Increase over Existing (Cumulative)	Increase over Future without Project
Webb Avenue							
North of Roscoe Boulevard	60.1	60.1	0.0	60.4	60.4	0.3	0.0
South of Roscoe Boulevard	61.6	61.6	0.0	61.8	61.8	0.2	0.1
North of Strathern Street	61.0	61.0	0.0	61.2	61.2	0.2	0.1
Lankershim Boule	evard						
South of Tuxford Street	67.6	67.7	0.1	67.9	68.0	0.4	0.1
North of Strathern Street	67.4	67.4	0.0	67.7	67.7	0.3	0.1
South of Strathern Street	67.6	67.8	0.2	67.9	68.1	0.5	0.2
North of Stagg Street	67.8	68.0	0.2	68.1	68.3	0.5	0.2
South of Stagg Street	67.8	67.9	0.1	68.1	68.2	0.4	0.1
North of Saticoy Street	67.8	67.9	0.1	68.1	68.2	0.4	0.1
South of Saticoy Street	67.8	67.9	0.1	68.1	68.2	0.4	0.1
Tujunga Avenue							
South of Strathern Street	65.8	65.9	0.1	66.0	66.1	0.3	0.1
North of Saticoy Street	66.0	66.0	0.0	66.2	66.2	0.2	0.1
South of Saticoy Street	66.2	66.3	0.1	66.4	66.5	0.3	0.0
Vineland Avenue							
South of Strathern Street	68.2	68.2	0.0	68.4	68.5	0.3	0.1

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

^a It should be noted that the traffic noise levels presented in this table does not account for the Project's TDM program that would be implemented to promote non-auto travel and reduce single-occupant vehicle trips, which would reduce the Project's daily trip generation by 106 vehicle trips. As such, with implementation of the Project's TDM program, the increases in traffic noise levels on the local roadways would be even lower than those presented in this table.

Stationary Noise Sources

Once operational, the Project would introduce stationary on-site noise sources at the Project Site. These would include the on-site parking structure, retail drive-through, HVAC mechanical equipment, loading/unloading and trash pick-up activities, and activities at the outdoor amenity areas such as the swimming pool deck, game lounge, outdoor kitchen, tot lot, BBQ and sitting area, pet park, and community garden.

Parking/Drive-Through

The Project would include a parking structure consisting of one subterranean level and one at-grade level that provides up to 541 parking spaces (432 residential and 109 commercial parking spaces). All parking would be fully enclosed and screened from public view. Access to the parking structure would be provided via a full-access driveway on Strathern Street and a limited-access driveway on Lankershim Boulevard that accommodates only right-turn ingress and right-turn egress movements. The driveway on Strathern Street would provide access to the residential uses, while the driveway on Lankershim Boulevard would provide access to both the residential and commercial uses on site. In addition, the retail drive-through would be accessed via a separate driveway along Lankershim Boulevard. Activities at the parking structure would generate sporadic noise from vehicles starting, car doors slamming, car alarms, people talking, etc. However, with the exception of the entrance and exit driveways, the parking structure would be fully enclosed and screened as part of the Project design. As such, any noise that is generated within the structure would be shielded from adjacent land uses and would not result in any substantial increase in longterm noise levels at nearby off-site receptors. Nonetheless, noise levels would still be generated as vehicles enter and exit the parking structure. The nearest noise-sensitive uses to the full-access driveway on Strathern Street would be the single-family residences directly adjacent to the Project Site on the east and north of Blythe Street, while the nearest noise-sensitive uses to the limitedaccess driveway on Lankershim Boulevard would be the single-family residences directly adjacent to the Project Site on the south.

The Project is estimated to result in a total net increase of 3,473 daily trips to and from the Project Site, with an anticipated 210 net new trips and 295 net new trips during the AM and PM peak hours, respectively. For the purposes of this analysis, the PM peak-hour traffic volumes were used to estimate noise levels generated at the parking structure's driveways, as they are higher than the traffic volumes for the AM peak hour. Of the total PM peak-hour trips that would be generated by the proposed residential uses (171 trips), it was assumed that 75 percent of these peak-hour trips would access the Project Site through the driveway on Strathern Street, which only provides access to residential uses, while the remaining 25 percent of the peak-hour residential trips would access the Project Site through the limited-access driveway on Lankershim Boulevard, which provides access to both residential and commercial uses at the Project Site. Additionally, it was assumed that all of the PM peak-hour trips generated by the proposed restaurant use (54 trips) and 75 percent of the PM peak-hour trips generated by the proposed retail use (56 trips) would also access the Project Site through the limited access driveway on Lankershim Boulevard. Finally, it was assumed that the remaining 25 percent of the PM peak-hour trips associated with the retail use (19 trips) would access the Project Site through the separate driveway along Lankershim Boulevard for the retail drive-through. Based on these assumptions and the distance to the nearest off-site sensitive receptors from the Project's driveways, it was determined, using the Federal Transit Administration's (FTA) recommended methodology for stationary source general assessment, that the Project's highest peak-hour vehicle trips would generate noise levels of approximately 45 dBA L_{eq} and 37 dBA L_{eq} at the single-family residences directly adjacent to the eastern and southern Project Site boundaries, respectively.⁶⁵ Because these noise levels would not exceed either the daytime or nighttime ambient noise levels measured at the neighboring single-family residences (locations LT1 and LT2 as shown in Table 6-20), the noise levels generated by the Project's parking-related activity would not result in any substantial increase in long-term noise levels at these off-site receptors. As these nearest receptors would not be exposed to a substantial increase in long-term noise levels from the Project's parking structure, the noise levels experienced at receptors that are farther from the Project Site would also not be substantial. Therefore, this impact would be less than significant.

Aside from vehicle-related noise levels, the proposed retail use would also periodically generate noise if it were to use a drive-through window speaker system. However, if such a system were used, the proposed retail drive-through is not adjacent to any off-site sensitive receptors. The nearest receptors to this drive-through would be the single-family residential uses approximately 200 feet away to the northeast, across Strathern Street, and the single-family residential uses approximately 235 feet west of the Project Site, across Lankershim Boulevard and behind the automotive servicing uses fronting that roadway. The nearest off-site residences to the northeast would be partially shielded from the drive-through by the northern portion of the proposed mixeduse building as well as the existing fast food restaurant. In addition, the retail drive-through would be enclosed along that northern side of the Project Site boundary, which would further reduce the emanation of noise levels from the window speaker. The nearest off-site residences to the west would be provided with noise shielding from the buildings associated with the automotive service uses that front Lankershim Boulevard. Additionally, when existing traffic noise levels on Lankershim Boulevard are taken into consideration, the noise generated by the Project's drivethrough window speaker system is not expected to be perceptible at these off-site residences. Therefore, noise impacts associated with the proposed retail drive-through would be less than significant.

Mechanical Equipment

As part of the Project, the HVAC equipment for the mixed-use building would be located on the roof level. Noise would be generated when the HVAC equipment is in operation throughout the day. However, because the proposed mixed-use building would be seven stories in height, the HVAC equipment would be situated much higher than the immediately surrounding sensitive receptor buildings, which range from one story to two stories in height. This vertical distance would attenuate noise levels generated by the HVAC equipment. Additionally, as an industry practice and required under PDF-NOI-2, the design of the on-site HVAC equipment and other noise-generating mechanical equipment associated with the Project would be equipped with noise-muffling devices or shielding (e.g., enclosures, parapet walls) to reduce noise levels that may affect nearby noise-sensitive uses. Such design of on-site mechanical equipment at the Project Site would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. Given compliance with Section

⁶⁵ Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

112.02 of the LAMC and the height of the new mixed-use building, noise levels generated from HVAC or other related equipment would not generate substantial noise level increases at nearby off-site sensitive uses.

For the purpose of this analysis, the HVAC equipment noise levels at the nearest off-site receptors to the proposed mixed-use building, which include the single-family residences directly adjacent to the Project Site on the east and north of Blythe Street and the single-family residences directly adjacent to the southern Project Site boundary, are estimated under a scenario where half of the rooftop HVAC equipment (i.e., a total of 216 HVAC units) are in operation at the same time. This is considered to be a representative scenario with respect to HVAC operation at the Project Site, as not all of the total 432 rooftop HVAC units would be running at the same time and each unit would be cycling on and off at various times throughout the day. While the make and model of the HVAC units have not been determined at this juncture, it is anticipated that these would be 3-ton units. Based on the specifications sheet for a 3-ton HVAC unit obtained from an HVAC industry manufacturer, these units can generate noise levels of approximately 45 dBA at 50 feet. Given this reference noise level and assuming that 216 HVAC units would be operating concurrently, a composite noise level of approximately 68 dBA at 50 feet would result. Using this composite noise level and the distance from the approximate center of the mixed-used building's rooftop to the nearest off-site receptors, the resulting noise levels were estimated.

Additionally, because the rooftop HVAC units would be installed with screens or other noise barriers and a parapet would also be provided along the perimeter of the rooftop, as required under PDF-NOI-2, a noise attenuation level of 10 dBA was accounted for in the noise level estimates. Based on these assumptions, the estimated HVAC-related noise levels at the single-family residences directly adjacent to the Project Site on the east and north of Blythe Street and the singlefamily residences directly adjacent to the Project Site on the south would be approximately 47 and 46 dBA Leq, respectively. The 47 dBA Leq noise level that would result at the single-family residences to the east would not exceed either the daytime or nighttime ambient noise levels measured at location LT1, while the 46 dBA Leq noise level that would result at the single-family residences to the south would only exceed the nighttime ambient noise level measured at location LT2 by 1 dBA (the daytime ambient noise level at this location would not be exceeded). As such, the operation of HVAC equipment at the Project Site would not exceed the noise limit identified under Section 112.02 of the LAMC (i.e., 5 dBA increase over existing ambient noise levels on the premises of other occupied properties) at these nearest off-site receptors. Therefore, the Project's rooftop HVAC equipment would not result in any substantial increase in long-term noise levels at these off-site receptors. As these nearest receptors would not be exposed to a substantial increase in long-term noise levels from the Project's HVAC equipment, the noise levels experienced at receptors farther from the Project Site would also not be substantial. As such, this impact would be less than significant.

Loading/Trash Pick-up Area

A loading area serving the Project's proposed retail use and a storage area for trash receptacles serving the mixed-use building would be located on the ground level within the new parking structure, behind the retail space that fronts Lankershim Boulevard. The driveway along

Lankershim Boulevard that serves the retail drive-through would serve as the ingress point for delivery and refuse collection vehicles accessing this loading area. While the loading area would generate noise levels from activities such as truck movements and idling along with general loading/unloading operations, including refuse collection, the location of this area within an enclosed portion of the building's parking structure would shield the nearby off-site sensitive uses from this noise source. Although noise levels generated at the loading area are expected to be mostly contained within the parking structure, some of the noise levels could still emanate from within the parking structure through the vehicle driveways on the eastern and southern sides of the mixed-use building where neighboring residential properties are located.

Based on previously measured noise level data collected at a loading dock serving a retail warehouse, noise levels generated by loading/unloading activities were measured at approximately $62 \text{ dBA } L_{eq}$ at a distance of 66 feet. The nearest off-site sensitive receptors that would be exposed to noise levels generated by the Project's loading area would be the single-family residences directly adjacent to the Project Site on the east (north of Blythe Street) and south, which are approximately 220 feet and 320 feet away from the loading area, respectively. Given these distances, and accounting for a 5 dBA attenuation provided by the parking structure, the resulting noise levels at the nearest single-family residences to the east and south of the Project Site would be 46 and 43 dBA Leq, respectively. The 46 dBA Leq noise level that would result at the singlefamily residences to the east would not exceed either the daytime or nighttime ambient noise levels measured at location LT1, while the 43 dBA L_{eq} noise level that would result at the single-family residences to the south would not exceed either the daytime or nighttime ambient noise levels measured at location LT2. As such, the noise levels generated at the loading area serving the mixeduse building would not result in any substantial increase in long-term noise levels at these off-site receptors. As these nearest receptors would not be exposed to a substantial increase in long-term noise levels from the Project's loading area, the noise levels experienced at receptors farther from the Project Site would also not be substantial. Therefore, this impact would be less than significant.

Outdoor Amenity Areas

The Project would include outdoor residential amenity spaces at the podium and ground levels. The podium-level amenity space would be on the second floor of the mixed-use building and would include courtyards, residential patios, an outdoor kitchen, entertainment lounge, outdoor fireplace, and outdoor fire pit and sitting area. These outdoor amenity spaces at the podium level would be entirely within the mixed-use building and would be situated between the building's residential units on all sides. As such, noise levels generated by tenants using these amenities would be contained within the building and would not result in a substantial increase in noise levels at any off-site sensitive receptors.

The outdoor residential amenity spaces at the ground level of the Project Site would include the pool deck and spa, game lounge, outdoor kitchen, BBQ and sitting area, tot lot, community garden, and pet park. With the exception of the pet park, which would be located in the northern portion of the Project Site, all of the other outdoor spaces would be within the southeastern portion of the Project Site adjacent to the western terminus of the Blythe Street (which would be completed as a cul-de-sac as part of the Project). The closest noise-sensitive uses to this area would be the

neighboring single-family residences to the east (both north and south of Blythe Street) and to the south. As such, the noise levels generated at these ground floor outdoor areas, with the exception of the pet park, would be readily perceptible at these nearest off-site receptors. The single-family residence to the east of the Project site and south of Blythe Street is a one-story building that would be separated from the outdoor spaces by the proposed two-story recreation room building that would be in the southeastern corner of the Project Site. Because the footprint of this two-story building would entirely obstruct the line of sight between the Project's outdoor amenity areas and this residence, the building would act as a substantial noise barrier. As a result, the worst-case noise levels are expected to occur at the closest residences north of Blythe Street and at the residences immediately south of the Project. These are the two locations considered in the analysis of noise levels generated at the southeastern ground floor outdoor amenity areas. The noise levels for the pet park, which would be on the opposite side of the Project's seven-story mixed-use building, are analyzed separately for its nearest off-site receptors, which would be the single-family residences to the north of the Project Site, across Strathern Street.

Noise levels generated at the outdoor amenity areas on the ground floor would primarily consist of conversational speech among residential tenants and guests. To conduct a conservative analysis for the nearest off-site receptors to the east and south of the Project Site, it is assumed that the various outdoor amenity areas in the southeastern portion of the site would all be used concurrently by tenants and guests, and as such are treated as a single noise source. For this analysis scenario, the following assumptions regarding the number of people at each outdoor area and their voice levels at each outdoor area, which ranges from "normal" to "raised," was used:

- <u>Pool deck and spa</u> 15 people (half male/half female), with 50 percent of the people talking at a "raised" voice level at any given moment
- <u>Game lounge</u> Four people (half male/half female), with 50 percent of the people talking at a "raised" voice level at any given moment
- <u>Outdoor kitchen</u> 10 people (half male/half female), with 50 percent of the people talking at a "normal" voice level at any given moment
- <u>Tot lot</u> Eight people (half male/half children), with 50 percent of the people talking at a "raised" voice level at any given moment
- <u>BBQ and sitting area</u> Eight people (half male/half female), with 50 percent of the people talking at a "normal" voice level at any given moment
- <u>Community garden</u> Six people (half male/half female), with 50 percent of the people talking at a "normal" voice level at any given moment

Overall, this analysis scenario assumes a total of 51 people are using the outdoor amenity areas in the southeastern portion of the Project Site at a given moment. Based on the acoustical average distance from the nearest off-site sensitive receptors to each of the outdoor areas listed above and published data for human speech noise levels for males, females, and children, the resulting noise levels at these receptors were estimated.

As discussed previously, the nearest off-site sensitive receptors that would be exposed to noise levels generated from the Project's pet park would be the single-family residences to the north of the Project Site, across Strathern Street. Based on previously measured noise level data collected at a dog park, noise levels generated by activities at the park were measured at approximately 50 dBA L_{eq} at a distance of 145 feet. Based on this reference noise level and the acoustical average distance from the proposed pet park to the nearest off-site receptor location, the resulting noise levels were estimated.

The noise levels generated by the Project's outdoor amenity areas at their respective nearest offsite receptors are shown in Table 6-27. As part of the Project, PDF-NOI-3 would be implemented that requires the Project to include operational restrictions to limit excessive noise from the outdoor amenity areas by limiting the hours of use at these areas to between 7:00 a.m. and 10:00 p.m. (to correspond with the daytime hours specified by the City's noise ordinance), enforcing all applicable capacity limits on the number of residents using each amenity area (for example, as required by fire or safety codes), and restricting the exterior use of amplified music. Compliance with the daytime noise limits set forth in the LAMC would be enforced by the Project's building management staff.

Receptor Location	Estimated Noise Level from Outdoor Amenity Areas (dBA L _{eq})	Existing Daytime (7 a.m. to 10 p.m.) Ambient Noise Levels (dBA L _{eq})	Existing Ambient + Project (dBA L _{eq})	Exceed Ambient Noise Level by 5 dBA?		
Single-family residences along West Strathern Street, approximately 90 feet north of Project Site ^a	48	68	68	No		
Single-family residences directly east of, and adjacent to, the northeastern portion of the Project Site (north of Blythe Street) ^b	50	56	57	No		
Single-family residences directly south of, and adjacent to, the Project Site ^b	55	50°	56	Yes		

TABLE 6-27
ESTIMATED NOISE LEVELS FROM GROUND FLOOR OUTDOOR AMENITY AREAS AT NEARBY SENSITIVE
RECEPTORS

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H.

^a The noise levels are estimated for the pet park only, as this is the closest outdoor amenity area to these off-site receptors.

^b The noise levels are estimated for all proposed outdoor amenity areas at the ground floor with the exception of the pet park, which would be entirely shielded by the Project's seven-story mixed-used building from these off-site receptors.

 c As the actual measured daytime ambient noise level at this residentially zoned location is lower than 50 dBA L_{eq} (i.e., 48 dBA L_{eq} based on noise measurement LT2 shown in Table 6-21), the assumed daytime ambient noise level of 50 dBA L_{eq} is used at this location in accordance with LAMC Section 111.03.

As shown in Table 6-27, the noise levels generated by the Project's outdoor amenity areas could exceed the existing ambient noise level at the single-family residences directly south of, and adjacent to, the Project Site by 6 dBA. The noise levels at all other analyzed off-site receptors would be lower than the corresponding ambient noise levels.

As the single-family residences directly south of the Project Site could be exposed to a perceptible noise increase to their existing ambient noise levels, Mitigation Measure NOI-2 is recommended

to reduce these noise levels by requiring the erection of a solid wall with a minimum height of 8 feet to serve as a noise barrier along the portion of the Project Site's southern boundary where the outdoor amenity areas are located. This noise barrier, which would be of sufficient height to break the single-family residences' line-of-sight of the Project Site's ground-level outdoor amenity areas, would reduce noise levels by approximately 5 dBA, which would reduce the noise levels experienced by these off-site residences from the Project's outdoor amenity areas to a less-than-significant level.⁶⁶

Mitigation Measure

MM NOI-2. A solid wall with a minimum height of 8 feet shall be erected to serve as a noise barrier along the portion of the Project Site's southern boundary where the outdoor amenity areas are located to reduce noise levels at the adjacent off-site single-family residences.

Composite Operational Noise Levels

The composite noise levels experienced by the nearby sensitive receptors due to all of the Project's operational noise sources occurring concurrently are also evaluated to assess the potential maximum overall increase in ambient noise levels at these off-site receptor locations. For the purpose of this analysis, the composite noise levels generated during Project operations are assessed at the nearest off-site sensitive receptors, which include the single-family residences directly adjacent to the east (north of Blythe Street) and south of the Project Site. Both of these two off-site receptor locations would experience noise levels generated by the Project's parking structure, onsite mechanical equipment, loading area, and residential outdoor amenity areas (with the exception of the proposed pet park, which would be completely shielded from these receptors by the Project's seven-story, mixed-use building and the podium-level amenity space that would be located entirely within the Project's mixed use building). It should be noted that this analysis of the Project's composite operational noise levels is conservative in nature because it assumes that all of the Project's stationary noise sources are generating noise at the same time. In practice, such occurrences are generally rare, as the timing of peak noise levels generated by one noise source typically does not coincide with that of another noise source. For instance, the highest noise levels from the Project's parking structure are expected to be generated during the peak weekday morning and evening hours when residents depart for and return from work, which would not normally coincide with the hours when the Project's residential tenants are expected to use the outdoor amenity areas. Additionally, during the daytime work hours, the majority of the Project's rooftop HVAC units are not expected to be active and generate noise levels that would coincide with the noise levels generated by the other on-site stationary noise sources. Nonetheless, for the purpose of conducting a conservative analysis, the composite noise levels generated from all of the Project's on-site noise sources at the nearest off-site sensitive receptors have been estimated and are shown in Table 6-28.

⁶⁶ Federal Highway Administration (FHWA). 2011. Highway Traffic Noise: Analysis and Abatement Guidance. December.

TABLE 6-28
COMPOSITE NOISE LEVELS FROM UNMITIGATED PROJECT OPERATIONS AT NEARBY SENSITIVE RECEPTORS

	Noise Levels (dBA Leq)			
Operational Noise Source	Single-family residences directly east of Project Site (north of Blythe Street)	Single-family residences directly south of Project Site		
Outdoor Amenity Areas				
Game Lounge	34	50		
Pool Deck and Spa	40	52		
Outdoor Kitchen	31	45		
Tot Lot	40	45		
BBQ and Sitting Area	46	26		
Community Garden	46	24		
Parking Structure	44	37		
On-site Mechanical (Rooftop HVAC) Equipment	47	46		
Loading Area	46	43		
Project Composite Noise Level	53	56		
Existing Daytime Ambient Noise Level ^a	56 ^b	50°		
Existing Daytime Ambient Plus Project Composite Noise Level	58	57		
Increase Over Existing Ambient Noise Level	2	7		
Exceed 5 dBA?	No	Yes		

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H.

^a The Project's composite operational noise levels are evaluated against the daytime (i.e., 7 a.m. to 10 p.m.) ambient noise levels at the nearest

off-site sensitive receptors because it will be during these hours of the day when all of the Project's stationary noise sources (i.e., outdoor amenity areas, parking structure, rooftop HVAC equipment, and loading area) could potentially be operating concurrently. As implementation of

PDF-NOI-3 would restrict the hours of use at the Project's outdoor amenity areas to between 7:00 a.m. and 10:00 p.m. (to correspond with the daytime hours specified by the City's noise ordinance), these noise sources would not occur during nighttime (i.e., 10 p.m. to 7 a.m.) hours. Therefore, the highest composite operational noise levels from the Project would occur during daytime hours.

^b Based on the daytime noise levels measured at location LT1 (refer to Table 6-21), which are considered to be representative of the ambient noise levels at the single-family residences directly adjacent to, and east of, the Project site.

^c Based on the noise measurement conducted at location LT2 (refer to Table 6-21), the daytime noise level was measured to be 48 dBA L_{eq} . In accordance with LAMC Section 111.03, the minimum daytime ambient noise level of 50 dBA L_{eq} in a residential zone should be used if the measured noise level is below this noise level. As such, a daytime ambient noise level of 50 dBA L_{eq} was used for location LT2. The measured noise levels at LT2 are considered to be representative of the ambient noise levels at the single-family residences directly adjacent to, and south of, the Project site.

As shown in Table 6-28, the composite noise levels generated by the Project's operational noise sources would exceed the existing daytime ambient noise levels at the nearest single-family residences to the east and south of the Project Site by 2 dBA and 7 dBA, respectively. Of these two nearest off-site receptor locations, only the residences to the south would be exposed to an increase in ambient noise levels of more than 5 dBA. However, with implementation of Mitigation Measure NOI-2, which would require the erection of a solid wall with a minimum height of 8 feet along the portion of the Project Site's southern boundary where the outdoor amenity areas are located, the noise levels at these neighboring residences would be reduced by approximately 5 dBA for all of the individual operational noise sources with the exception of the rooftop HVAC equipment. The

composite noise level generated by Project operations at the single-family residences to the south of the Project Site with implementation of Mitigation Measure NOI-2 is shown in Table 6-29.

	Noise Levels (dBA L _{eq})	
Operational Noise Source	Single-family residences direct south of Project Site	
Outdoor Amenity Areas		
Game Lounge	45	
Pool Deck and Spa	47	
Outdoor Kitchen	40	
Tot Lot	40	
BBQ and Sitting Area	21	
Community Garden	19	
Parking Structure	32	
On-site Mechanical (Rooftop HVAC) Equipment	46	
Loading Area	38	
Project Composite Noise Level	52	
Existing Daytime Ambient Noise Level ^a	50 ^b	
Existing Daytime Ambient Plus Project Composite Noise Level	54	
Increase Over Existing Ambient Noise Level	4	
Exceed 5 dBA?	No	

 TABLE 6-29

 COMPOSITE NOISE LEVELS FROM MITIGATED PROJECT OPERATIONS AT SENSITIVE RECEPTORS

 SOUTH OF PROJECT SITE

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

^a The Project's composite operational noise levels are evaluated against the daytime (i.e., 7 a.m. to 10 p.m.) ambient noise levels at the nearest off-site sensitive receptors because it will be during these hours of the day when all of the Project's stationary noise sources (i.e., outdoor amenity areas, parking structure, rooftop HVAC equipment, and loading area) could potentially be operating concurrently. As implementation of PDF-NOI-3 would restrict the hours of use at the Project's outdoor amenity areas to between 7:00 a.m. and 10:00 p.m. (to correspond with the daytime hours specified by the City's noise ordinance), these noise sources would not occur during nighttime (i.e., 10 p.m. to 7 a.m.) hours. Therefore, the highest composite operational noise levels from the Project would occur during daytime hours. ^b Based on the noise measurement conducted at location LT2 (refer to Table 6-21), the daytime noise level was measured to be 48 dBA L_{eq}. In accordance with LAMC Section 111.03, the minimum daytime ambient noise level of 50 dBA L_{eq} in a residential zone should be used if the measured noise level is below this noise level. As such, a daytime ambient noise level of 50 dBA L_{eq} was used for location LT2. The measured noise levels at LT2 are considered to be representative of the ambient noise levels at the single-family residences directly adjacent to, and south of, the Project site.

As shown in Table 6-29, with implementation of Mitigation Measure NOI-2 the composite noise level generated by the Project's operational noise sources would exceed the existing daytime ambient noise levels at the nearest single-family residences to the south of the Project Site by 4 dBA. Therefore, because implementation of Mitigation Measure NOI-2 would reduce the increase in daytime ambient noise levels at these off-site residences to less than 5 dBA, this impact would be reduced to a less-than-significant level.

Conclusion

Compliance with regulatory measures and implementation of project design features PDF NOI-1, PDF NOI-2, and PDF NOI-3, and mitigation measures MM NOI-1 and MM NOI-2 would ensure a less than significant impact with respect to construction noise and operational noise impacts.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. A significant impact may occur if the Project would generate groundborne vibration levels during construction and operations that would result in potential structural damage risks and human annoyance. The following analysis evaluates the potential groundborne vibration impacts at nearby noise-sensitive land uses resulting from construction and operation of the Project. As discussed below, implementation of mitigation measures would ensure a less-than-significant impact with respect to construction vibration impacts, while operational vibration impacts would be less than significant and therefore would not require mitigation measures.

Groundborne Vibration Fundamentals

Groundborne vibration is a small, rapidly fluctuating motion transmitted through the ground. The effects of groundborne vibrations are typically limited to causing nuisance or annoyance to people, but at extreme vibration levels, damage to buildings may also occur.

In contrast to airborne sound, groundborne vibration is not a phenomenon that most people experience every day. The ambient groundborne vibration level in residential areas is usually much lower than the threshold of human perception. Most perceptible indoor vibration is caused by sources within buildings, such as mechanical equipment while in operation, people moving, or doors slamming. Typical outdoor sources of perceptible groundborne vibration are heavy construction activity (such as blasting, pile driving, or earthmoving), steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible, even in locations close to major roads. The strength of groundborne vibration from typical environmental sources diminishes (or attenuates) fairly rapidly over distance.

For the prediction of groundborne vibration, the fundamental model consists of a vibration source, a receptor, and the propagation path between the two. The power of the vibration source and the characteristics and geology of the intervening ground, which affect the propagation path to the receptor, determine the groundborne vibration level and the characteristics of the vibration perceived by the receptor.

Displacement, Velocity, and Acceleration

When a vibration source (blasting, dynamic construction equipment, train, etc.) impacts the ground it imparts energy to the ground, creating vibration waves that propagate away from the source along the surface and downward into the earth. As vibration waves travel outward from a source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The distance that these particles move is referred to as the *displacement* and is typically very small,

usually only a few ten-thousandths to a few thousandths of an inch. *Velocity* describes the instantaneous speed of the motion, and *acceleration* is the instantaneous rate of change of the speed. Each of these measures can be further described in terms of *frequency* and *amplitude*. Although displacement is generally easier to understand than velocity or acceleration, it is rarely used to describe groundborne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement.

Frequency and Amplitude

The frequency of a vibrating object describes how rapidly it is oscillating. The unit of measurement for the frequency of vibration is Hz (the same as used in the measurement of noise), which describes the number of cycles per second.

The amplitude of displacement describes the distance that a particle moves from its resting (or equilibrium) position as it oscillates and can be measured in inches. The amplitude of vibration velocity (the speed of the movement) can be measured in inches per second (in/s). The amplitude of vibration acceleration (the rate of change of the speed) can be measured in inches per second per second.

Vibration Descriptors

As noted above, there are various ways to quantify groundborne vibration based on its fundamental characteristics. Because vibration can vary markedly over a short period of time, various descriptors have been developed to quantify vibration. The two most common descriptors used in the analysis of groundborne vibration are peak particle velocity and vibration velocity level, each of which are described below:

- **Peak Particle Velocity (PPV)** is defined as the maximum instantaneous positive or negative peak amplitude of the vibration velocity. The unit of measurement for PPV is in/s. Unlike many quantities used in the study of environmental acoustics, PPV is typically presented using linear values and does not employ a dB scale. Because it is related to the stresses that are experienced by buildings, PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage (both FTA and the California Department of Transportation [Caltrans] guidelines recommend using PPV for this purpose). It is also used in many instances to evaluate the human response to groundborne vibration (Caltrans guidelines recommend using PPV for this purpose).
- Vibration Velocity Level (L_v) describes the rms vibration velocity. Due to the typically small amplitudes of groundborne vibrations, vibration velocity is often expressed in decibels, calculated as follows:

 $L_v = 20 \text{ x } \log_{10}(V/V_{ref}),$

where V is the actual rms velocity amplitude and V_{ref} is the reference velocity amplitude. It is important to note that there is no universally accepted value for V_{ref} , but the accepted reference quantity for vibration velocity in the U.S. is 1 micro-inch per second (1×10⁻⁶) inches/second). The abbreviation VdB is commonly used for vibration decibels to distinguish from noise level decibels. L_V is often used to evaluate human response to vibration levels (FTA guidelines recommend using L_V for this purpose).

Effects of Groundborne Vibration

Vibration can result in effects that range from annoyance to structural damage. Annoyance or disturbance of people may occur at vibration levels substantially below those that would pose a risk of damage to buildings.

Potential Building Damage

When groundborne vibration encounters a building, vibrational energy is transmitted to the structure, causing it to vibrate. If the vibration levels are high enough, damage to the building may occur. Depending on the type of building and the vibration levels, this damage could range from cosmetic architectural damage (e.g., cracked plaster, stucco, or tile) to more severe structural damage (e.g., cracking of floor slabs, foundations, columns, beams, or wells). Buildings can typically withstand higher levels of vibration from transient sources than from continuous or frequent intermittent sources. Transient sources are those that create a single, isolated vibration event, such as blasting or drop balls. Continuous or frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Older, fragile buildings (which may include important historical buildings) are of particular concern. Modern commercial and industrial buildings can generally withstand much higher vibration levels before potential damage becomes a problem.

Human Disturbance or Annoyance

Groundborne vibration can be annoying to people and can cause serious concern for nearby neighbors of vibration sources, even when vibration is well below levels that could cause physical damage to structures. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible but there is less adverse reaction without the effects associated with the shaking of a building. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Numerous studies have been conducted to characterize the human response to vibration, and, over the years, numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. These studies suggest that the thresholds for perception and annoyance vary according to duration, frequency, and amplitude of vibration. For transient vibration sources (single, isolated vibration events such as blasting), the human response to vibration varies from barely perceptible at a PPV of 0.04 in/s, to distinctly perceptible at a PPV of 0.25 in/s, and severe at a PPV of 2.0 in/s. For continuous or frequent intermittent vibration sources (such as impact pile driving or vibratory compaction equipment), the human response to vibration

varies from barely perceptible at a PPV of 0.01 in/s, to distinctly perceptible at a PPV of 0.04 in/s, and severe at a PPV of 0.4 in/s.⁶⁷

Thresholds of Significance

The City currently has not established any regulatory standards for groundborne vibration in the LAMC or in the Noise Element of the General Plan. While there are also no state vibration standards that would be directly applicable to the Project, guidance published by Caltrans nonetheless provides groundborne vibration quantitative criteria that are useful in establishing thresholds for significant impacts. Caltrans' widely referenced *Transportation and Construction Vibration Guidance Manual* provides guidance for two types of potential vibration impacts: (1) damage to structures, and (2) annoyance to people. Guideline criteria for each are provided in Tables 6-30 and 6-31.

	Maximum PPV (in/s)		
Structure and Condition	Transient Sources	Continuous/Frequent Intermittent Sources	
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08	
Fragile buildings	0.2	0.1	
Historic and some old buildings	0.5	0.25	
Older residential structures	0.5	0.3	
New residential structures	1.0	0.5	
Modern industrial/commercial buildings	2.0	0.5	

TABLE 6-30 CALTRANS GUIDELINE VIBRATION DAMAGE CRITERIA

Source: Caltrans 2013.

Notes: Transient sources create a single, isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

TABLE 6-31
CALTRANS GUIDELINE VIBRATION ANNOYANCE CRITERIA

	Maximu	Maximum PPV (in/s)			
Human Response	Transient Sources	Continuous/Frequent Intermittent Sources			
Barely perceptible	0.04	0.01			
Distinctly perceptible	0.25	0.04			
Strongly perceptible	0.9	0.10			
Severe	2.0	0.4			

Source: Caltrans 2013.

⁶⁷ California Department of Transportation (Caltrans). Transportation and Construction Vibration Guidance Manual. Final. September 2013.

Notes: Transient sources create a single, isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-andseat equipment, vibratory pile drivers, and vibratory compaction equipment.

Thus, because the City has not established regulatory standards for groundborne vibration, the lead agency has determined to use the quantitative criteria published by Caltrans to assess potential structural damage risks and human annoyance resulting from groundborne noise and vibration as the threshold of significance for this analysis.

Construction Vibration

The operation of heavy construction equipment at the Project Site would generate groundborne vibration that could affect structures immediately adjacent to the Project Site. These vibration levels could also cause an annoyance to people at those locations. The closest structures to the Project Site are the single-family residences directly adjacent to the eastern and southern Project Site boundaries, the fast food restaurant (Burger King) immediately northwest of the Project Site, and the automotive repair shop (Schiro's Collision Repairs) immediately southwest of the Project Site. Based on a review of the City's Zone Information and Map Access System, all of the residential buildings adjacent to the east and south of the Project Site were built prior to 1960. As such, for the purpose of this analysis, these residential buildings are considered to be "older residential structures" under Caltrans vibration guidelines. Based on visual inspection, the fast food restaurant and automotive repair shop buildings are considered to be modern commercial buildings. Referring to the Caltrans guideline criteria in Table 6-30, the PPV thresholds for potential building damage from continuous and frequent intermittent sources are 0.5 in/s for modern commercial buildings and 0.3 in/s for older residential structures.

As part of PDF-NOI-1 that would be implemented by the Project, no high-impact activities such as pile driving or blasting would occur at the Project Site during construction. As such, groundborne vibration would be generated from conventional heavy construction equipment, such as bulldozers, backhoes, loaders, and excavators, during Project construction. Table 6-32 shows the estimated construction-related groundborne vibration levels that could occur at the nearest off-site structures to the Project Site, based on the use of either large (full-size) or smaller (mini-size) mobile equipment (e.g., bulldozers, backhoes, loaders), and the resulting vibration impacts at these locations related to potential building damage and human annoyance.

Approximate		Large Mobile Equipment ^a			Small Mobile Equipment ^b		
Off-Site Receptor Location	Distance to Project Site (feet)	Estimated PPV (in/s)	Building Damage?⁰	Human Responsed	Estimated PPV (in/s)	Building Damage? ^c	Human Resonse ^d
Fast food restaurant directly northwest of, and adjacent to, the Project Site	50	0.042	No	Distinctl y perceptib le	0.001	No	Below barely perceptible
Single-family residences along the Project Site's eastern boundary	5	0.523	Yes	Severe	0.018	No	Barely perceptible

 TABLE 6-32

 GROUNDBORNE VIBRATION LEVELS AT OFF-SITE RECEPTOR LOCATIONS

Approxim		Large Mobile Equipment ^a			Small Mobile Equipment ^b		
Off-Site Receptor Location	Distance to Project Site (feet)	Estimated PPV (in/s)	Building Damage?⁰	Human Response ^d	Estimated PPV (in/s)	Building Damage? ^c	Human Resonse ^d
Single-family residences along the Project Site's southern boundary	5	0.523	Yes	Severe	0.018	No	Barely perceptible
Automotive repair shop directly southwest of, and adjacent to, the Project site	5	0.523	Yes	Severe	0.018	No	Barely perceptible

Source: 7940 Lankershim Mixed-Use Project Noise Technical Report contained in Appendix H

^a Representative of any full-size/large excavator, dozer, loader, etc.

^b Representative of any small excavator, dozer, loader, etc.

^c Based on Caltrans vibration guidelines, the fast food restaurant and automotive repair shop are considered to be modern commercial buildings while the single-family residences are considered to be "older residential structures." Referring to the Caltrans guideline criteria shown in Table 6-31, the PPV threshold for modern commercial buildings is 0.5 in/s, and the PPV threshold for older residential structures is 0.3 in/s.

^d Refer to Table 6-32 for Caltrans vibration annoyance criteria.

As shown in Table 6-32, the use of large, full-size mobile equipment at the Project Site could generate vibration levels that exceed the applicable vibration criteria for building damage at the single-family residential buildings directly adjacent to the east and south Project Site boundaries, and the commercial building associated with the automotive repair shop. Vibration levels at the fast food restaurant would not exceed the applicable vibration criteria for building damage at commercial buildings. Additionally, the vibration velocity levels generated by large mobile equipment at the Project Site could result in "severe" annoyance to the occupants at the adjacent residences and automotive repair shop, while the vibration velocity levels would be "distinctly perceptible" at the fast food restaurant. However, none of the applicable vibration criteria for building damage at the identified nearest structures would be exceeded when smaller-sized mobile equipment is used for Project construction. Furthermore, the vibration velocity levels generated by the smaller-sized mobile equipment would be "barely perceptible" at the adjacent residences and automotive repair shop, and well below "barely perceptible" at the fast food restaurant. Although the sizes of the mobile construction equipment that would be operating at the Project Site have not been determined at this juncture, for the purpose of this analysis it is assumed that large, full-sized mobile equipment would be used during Project construction. Under this scenario, and as shown in Table 6-33, the groundborne vibration levels generated by the construction equipment could exceed the applicable vibration criteria for building damage and result in annoyance to the occupants at the immediately surrounding residential and commercial uses. As such, impacts related to groundborne vibration during Project construction would be potentially significant.

To reduce the groundborne vibration impacts at the affected receptors, Mitigation Measure NOI-3 is recommended. This measure prohibits the use of large mobile equipment within 25 feet of offsite structures adjacent to the Project Site and requires the use of smaller-sized mobile equipment for construction work occurring within 25 feet of an off-site structure. At a distance of 25 feet, large-sized mobile equipment would generate vibration levels of approximately 0.1 in/s PPV, which would not exceed the applicable vibration criteria for building damage to "older residential structures" (0.3 in/s PPV) and commercial structures (0.5 in/s PPV), and would only be "distinctly perceptible" by occupants at these off-site structures. With implementation of Mitigation Measure NOI-3, the nearest off-site receptors to the Project Site would not be exposed to excessive groundborne vibration or groundborne noise levels during Project construction. Consequently, off-site receptors farther from the Project Site would also not be exposed to excessive groundborne vibration or noise levels during Project construction. Therefore, implementation of Mitigation Measure MOI-3 would reduce impacts to a less-than-significant level.

Mitigation Measure

MM NOI-3: During Project construction the use of large, full-size mobile construction equipment, such as bulldozers, excavators, loaders, etc., shall be prohibited within 25 feet of the existing residential and commercial structures directly adjacent to the Project Site boundary. Instead, small-sized mobile equipment (e.g., Bobcats/skidsteers, compact or mini model versions of bulldozers, excavators, small loaders) shall be used for construction work that needs to take place within this distance to off-site structures during all phases of construction.

Project Operation

As the Project is a mixed-use development, there would be no major sources of vibration resulting from operation of the Project. While operation of on-site mechanical equipment such as HVAC equipment and exhaust fans could produce low levels of vibration, these vibration levels would only occur in the immediate area where the equipment is located and would not result in any impacts at nearby off-site structures. Therefore, impacts related to groundborne vibration and noise during Project operations would be less than significant.

Conclusion

With implementation of MM-NOI-3, groundborne vibration and groundborne noise impacts related to building damage and human annoyance during Project construction would be reduced to less than significant. Impacts during Project operation would be less than significant without the need for mitigation.

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

No Impact. There are no private airstrips in the vicinity of the Project area; however, the Hollywood Burbank (Bob Hope) Airport, at 2627 North Hollywood Way in the City of Burbank, is approximately 1.4 miles southeast of the Project Site. While the Project is within 2 miles of the Hollywood Burbank Airport, the Project is well beyond the airport influence area (AIA) of this airport. The Los Angeles County Airport Land Use Commission defines an AIA as the area within which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. Therefore, because the Project Site is well beyond the Hollywood Burbank Airport's AIA, the Project would not expose people residing or working in the Project area to excessive noise levels generated from this airport, and no impacts would occur.

Conclusion

No impact would occur in this regard and no mitigation measures are required.

Cumulative Impacts

Cumulative noise or vibration impacts can occur when two or more projects are under construction simultaneously or generate operational noise or vibration at the same time. Because noise and vibration are localized effects that decrease with distance from the source, significant cumulative impacts do not typically occur unless two or more projects are close to a single receptor. The presence of any natural or manmade barriers (e.g., hills, topography, walls, buildings) between a project site and a receptor will increase the rate of noise reduction over distance and will further reduce any cumulative noise levels.

Related projects in the vicinity of the noise- and vibration-sensitive receptors considered in this analysis include construction activities that could occur simultaneously with construction of the Project, depending on project timing. For the reasons discussed above, construction noise and vibration levels at any single receptor are typically dominated by the closest construction activity. As a result, the chances of construction noise from more distant related project sites making a substantial contribution to overall noise levels at the same receptor is generally low. Nonetheless, incremental increases in total construction noise levels could occur. Based on the related project to the Project Site would be the proposed residential project at 7660 North Lankershim Boulevard, which is approximately a quarter-mile away to the south. Given this distance of this related project from the Project Site, and along with the numerous intervening structures between this site and the Project Site that would serve to reduce construction-related noise levels, a substantial increase in construction noise levels would not occur should construction of this related project occur at the same time as the Project.

In addition, each of the related projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. Each of the related projects would also be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. With conformance to LAMC Sections 41.40 and 112.05, construction-related noise levels generated by related projects would not exceed City noise regulations or standards. As part of the Project, PDF-NOI-1 would be implemented to ensure that the Project's construction activities would comply with the hourly limitations set under LAMC Section 41.40. Additionally, under MM-NOI-1, the Project would erect a 15-foot-high temporary noise barrier along the eastern and southern boundaries of the Project Site that is capable of reducing noise levels by a minimum of 10 dBA, which would ensure that the Project's construction noise levels any of the nearest off-site sensitive receptors to noise levels that exceed 75 dBA L_{eq}. Therefore, the Project would not result in a cumulatively considerable contribution to construction noise impacts.

With respect to operational noise, on-site noise levels associated with each of the related projects would be subject to the applicable City noise regulations (e.g., such as LAMC Sections 112.01, 112.02, 112.04, 114.02, and 114.03) to ensure that their noise levels would not adversely affect adjacent land uses. As the nearest related project to the Project Site would be the proposed residential project at 7660 North Lankershim Boulevard that is located approximately a quartermile away to the south, this related project and the Project are not close enough to each other such that their on-site operational noise levels would affect the same receptor. Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and related projects (i.e., "future with project" traffic noise levels) would increase local noise levels by a maximum of 0.8 dBA CNEL at the roadway segment of Stagg Street, west of North Lankershim Boulevard. As the increase in noise levels at all of the analyzed roadway segments would not exceed the applicable thresholds of either 3.0 dBA CNEL or 5.0 dBA CNEL, the noise increase would not be substantial. Therefore, the cumulative impact associated with mobile source noise would be less than significant.

Because vibration impacts are assessed based on instantaneous peak levels (PPV), worst-case groundborne vibration levels from construction are generally determined by whichever individual piece of equipment generates the highest vibration levels. As a result, the vibration from multiple construction sites, even if the sites are near each other, does not generally combine to raise the maximum PPV, and the cumulative effect is no more severe than the effect from the largest individual contribution. As discussed above, the nearest related project to the Project Site is approximately a quarter-mile away. Due to this distance, and the rapid attenuation of groundborne vibration, the Project and this related project are not close enough to each other to affect the same sensitive receptors should construction of this related project occur at the same time as the Project. Only receptors in the immediate vicinity of each construction site would be potentially affected by each development. Additionally, as discussed previously, while operation of on-site mechanical equipment such as HVAC equipment and exhaust fans at the Project Site during Project operations could produce low levels of vibration, these vibration levels would only occur in the immediate area where the equipment is located and would not result in any impacts at nearby off-site structures. Thus, given the distance between the Project and the nearest related project, which is a residential development, no cumulative impact related to the operational vibration levels would occur. Therefore, future development would result in a less-than-significant cumulative impact in terms of groundborne vibration.

Conclusion

Given the localized effects of noise and vibration, and the distance of the expected related projects in the immediate vicinity of the Project Site, cumulative noise and vibration impacts would not be cumulatively considerable.

6.14 Population and Housing

Would the project:

a. Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. Per CEGA Guidelines Section 15064(e), Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. A significant impact could occur if the Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing unplanned growth and creating a physical change causing adverse economic or social effects. The Project would provide infill development within a currently developed urban setting. It would not add new infrastructure beyond that required to connect the Project to existing utility lines, and adjacent roadways. Therefore, the Project would not indirectly induce unplanned population growth.

The Project would replace the existing commercial and office uses with a mixed-use development consisting of residential and commercial uses. The Project's mix of uses would result in an increase in employment population at the Project Site and an increase in residential population and housing units. The Project would provide 432 residential units (inclusive of 22 units that would be restricted for Extremely Low Income households and 26 units would be designated as restricted affordable housing for Very Low Income Households) and 22,000 sf of ground floor commercial/restaurant uses. The changes in Project Site population are reported in Table 6-33, *Estimated Population Growth*. The estimated household size for converting the Project's number of residences to a Project Site population, 2.43 people per household, reflects the Citywide Person Per Household factor for multifamily units as published in the 2016 American Community Survey.

Use	Units or Square Feet	Average Household Size ^a or Employment Generation Factor ^b	Total Population or Employees
Existing Development			
Existing Office	1,520	0.00269	5
Existing Commercial	7,830	0.00271	22
Total Existing Uses	9,350		27
Employment			
Proposed Restaurant	8,000	0.00271/1,000 sf	22
Pharmacy	14,000	0.00271/1,000 sf	38

TABLE 6-33 ESTIMATED POPULATION GROWTH

Use	Units or Square Feet	Average Household Size ^a or Employment Generation Factor ^b	Total Population or Employees
Total Employment			60
Proposed Residential	432	2.43	1,050
Net Employment Increase			33

Source: ICF, 2019

^a The average household size reflects the Citywide Person Per Household factor for multifamily units, provided by the Department of City Planning Demographics Unit and as published in the 2016 American Community Survey.

^b The employee generation factors for commercial uses is based on the retail employee generation factor included in the Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018.

https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202018%20FIN AL.pdf.

As indicated in Table 6-33, the Project would replace existing commercial and office uses with a larger amount of commercial development including retail and restaurant uses, and would result in a net increase of 33 employees.

The interpolated 2018 baseline population, housing and employment estimates for the City of Los Angeles, the estimated growth projections for 2023 (Project buildout year), and SCAG's 2040 growth projections (SCAG Projection Horizon), all based on the SCAG 2016 RTP/SCS,⁶⁸ are shown below in Table 6-34, *Projected Population, Housing and Employment Estimates for the City of Los Angeles*, and are discussed in more detail below.⁶⁹ As shown in Table 6-34, the City's population is expected to grow by 3.1 percent, the number of households/occupied housing units is expected to increase by 5.1 percent, and the number of employees is expected to grow by 3.6 percent between 2018 and 2023.

		2023 (Pr	oject Buil	dout Year)	2040 (SCA	G Project	ion Horizon)
	2018 (Project Baseline)	Projected	Total Growth	Percentage Increase as Compared to 2018	Projected	Total Growth	Percentage Increase as Compared to 2018
Population	4,059,665	4,184,605	124,940	3.1%	4,609,400	549,735	13.5%
Housing	1,382,970	1,452,818	69,848	5.1%	1,690,300	307,330	22.2%
Employment	1,872,456	1,939,875	67,419	3.6%	2,169,100	310,128	15.8%

 TABLE 6-34

 PROJECTED POPULATION, HOUSING AND EMPLOYMENT ESTIMATES FOR THE CITY OF LOS ANGELES

Source: Based on SCAG data prepared for the 2016 RTP/SCS. Compiled by ICF, 2019.

As shown in Table 6-33, the Project is estimated to result in a new residential population of approximately 1,050 residents and 33 net new employees. These Project contributions are

⁶⁸ http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf Accessed May 29, 2019. And SCAG Profile of the City of Los Angeles, May 2019

⁶⁹ The 2018 baseline estimates were determined by interpolating from data presented in the SCAG projections based on values provided for 2012 and 2020. The 2018 estimate is calculated by: [((2020 data – 2012 data) / 8 years) * 6 years)] + 2012 data = 2018 baseline estimate. The 2023 estimate is calculated by: [((2035 data – 2020 data) / 15 years) * 3 years)] + 2020 data = 2023 buildout estimate. The 2040 estimates are provided by SCAG.

compared, in Table 6-35, *Project Population, Housing, and Employment Impacts for the City of Los Angeles*, to the growth projections shown in Table 6-35 from the SCAG 2016 RTP/SCS for the City.

	Project Increase ^a	SCAG Projected Growth ^b	Project Percentage of Growth		
Population					
2018–2023 Buildout	1,050	124,940	0.8%		
2018–2040 Projection Horizon	1,050	549,735	0.2%		
Households					
2018–2023 Buildout	432	69,848	0.6%		
2018–2040 Projection Horizon	432	307,330	0.1%		
Employment					
2018–2023 Buildout	33	67,419	>0.05%		
2018–2040 Projection Horizon	33	296,644	>0.01%		

 TABLE 6-35

 PROJECT POPULATION, HOUSING, AND EMPLOYMENT IMPACTS FOR THE CITY OF LOS ANGELES

^a From Table 6-26

^b From Table 6-27

Source: ICF, 2019. Based on SCAG 2016 RTP/SCS projections.

As shown in Table 6-35, the Project's estimated 1,050 residents would be well within, and would comprise less than 1.0 percent of, SCAG's estimated 2023 population growth of 124,940 persons. SCAG's longer-term projected 2040 population increase for the City area is 549,735 residents, for a total residential population of 4,609,400; the Project's residential population would also be well within, comprising approximately 0.2 percent of, SCAG's total population increase for the City between 2018 and 2040.

The Project would induce planned population growth directly through the introduction of 432 housing units on the Project Site, which currently has no residential uses. However, as Table 6-35 shows, the Project's 432 housing units would be well within SCAG's year 2023 estimated increase of 69,848 households within the City and would comprise 0.6 percent of that figure. The Project's new housing units would also be well within SCAG's 2040 estimated increase of 307,330 households within the City and would comprise 0.1 percent of that figure. The Project's estimated 33 new employees would be well within and would comprise less than 0.01 percent of the SCAG's estimated total employment growth for the region.

As shown in Table 6-35, the Project's contributions to growth fall within the range of growth accounted for in the SCAG projections that are used for future planning activities and provision of services.

In addition, the Project's growth would contribute toward the attainment of City and regional goals and policies to encourage housing development in the greater Los Angeles area. In particular, Objective 4.2 of the Housing Chapter states that the City should "[e]ncourage[s] the location of new multifamily housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods."⁷⁰

The Project is located within a TPA and complies with City and regional policies regarding the location of development and preferred development patterns for the region, including locating new development near transit and employment centers. The SCAG RHNA, as addressed in the City's General Plan Housing Element, identifies needed housing stock to meet regional housing needs. The most recent RHNA allocation identifies housing needs for the planning period between January 2014 and October 2021. The City's 2013 -2021 Housing Element is based on the updated 2012 RHNA. Table 1.29 of the Housing Element provides a City needs assessment allocation of 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate income households. The remaining needs include 10,213 very low-income units (12.5 percent). A total of 11 percent of the Project's proposed residential units (48 units) would be designated as restricted affordable housing for either Extremely Low Income Households or Very Low Income Households. Thus, the Project would support the RHNA by contributing to both the overall housing supply and to the availability of affordable housing.

Therefore, for all of the above reasons, the Project's provision of residential and employment development at the Project Site is substantially consistent with the planned growth and sustainability policies of SCAG's 2016 RTP/SCS. The population growth generated by the Project is considered to be substantially consistent with the City's and SCAG's growth policies.

Conclusion

Impacts with respect to inducing substantial unplanned population growth would be less than significant and no mitigation measures are required.

b. Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site is currently developed with a commercial building, an office building, storage areas, and surface parking. There are no housing units or people dwelling on the Project Site. No housing would be removed or destroyed, and no displacement would occur. The Project would provide new housing units.

Conclusion

No impact would occur with respect to the displacement of people or housing that would necessitate the construction of replacement of housing elsewhere. No mitigation measures are required.

⁷⁰ City of Los Angeles, General Plan Framework, Chapter 4 Housing, Goals, Objectives, and Policies. https://planning.lacity.org/cwd/framwk/chapters/04/04.htm Accessed May 29, 2019.

Cumulative Impacts: Population and Housing

Of the eight development projects on the related projects list, three include residential components. These three related projects with residential components include a total of 360 housing units with a corresponding estimated population of 875 persons, without taking into account any existing residential units that might be demolished to allow for development of the related projects.

When combined with the Project's 432 net new units and increase of 1,050 in population, the total number of new housing units is 792 units and the total increase in population would be 1,925. The total number of employees for the related projects would be 551 employees and, when combined with the Project's 33 net new employees, the total number of employees would be 584.

Table 6-36, *Cumulative Population, Housing, and Employment Growth within the City of Los Angeles*, compares the growth of these related projects, together with the Project, to the 2016 RTP/SCS 2040 horizon year projections. The projections focus on the SCAG 2016 RTP/SCS 2040 horizon year as opposed to the Project's 2023 buildout date, since it would be speculative to make assumptions with respect to the buildout dates for each of the related projects used in this analysis. Additionally, SCAG projections incorporate regional policies and are based on long-term demographic trends.⁷¹ The 2040 horizon year serves as the basis for preparation of SCAG's long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region. The 2040 projections also serve as a basis for the planning of services, utilities and other infrastructure improvements by regional agencies and local jurisdictions.

	Cumulative Increase Including Proposed Project	SCAG Projected Growth ^a	Cumulative Percentage of Growth
Population	1,925	549,735	0.4%
Households	792	307,330	0.3%
Employment	584	296,644	0.2%

 TABLE 6-36

 CUMULATIVE POPULATION, HOUSING, AND EMPLOYMENT GROWTH WITHIN THE CITY OF LOS ANGELES

^a From Table IV.J-1.

Source: ICF, 2019.

The 2040 projections take into account long term regional development trends. Actual development within shorter time frames or localized areas may vary slightly from the projected rates, but short-term variations average out over time. SCAG's regular monitoring of factors affecting growth in the region, allows the projections to remain suitable for use by service agencies for their long term planning.

The cumulative growth shown in Table 6-36 reflects a broad mix of development including residential, office and retail uses, and miscellaneous uses including a school, recycling center, and social service uses. The related projects would be implemented over a longer time period than the

⁷¹ SCAG, 2016 RTP/SCS, page 13.

expected buildout date of the Project, with many developments consisting of longer-range plans for development and/or phased developments that would extend further out in time.

The North Hollywood area is currently developed with a substantial infrastructure system in place to meet the needs of current and anticipated development, consistent with growth patterns identified in applicable SCAG and City plans. Further, the cumulative development is within the planned growth estimates and growth distribution patterns accounted for within the SCAG projections and policies. As reported in Table 6-36, the estimate of cumulative growth for population, housing, and employment is well within the projected estimates for the City. The estimate of cumulative population growth in the larger Project Site vicinity, the 1,925 new people to the area, constitute 0.4 percent of the population growth for the 2040 horizon year. The 792 cumulative dwelling units within the City constitutes 0.3 percent of SCAG's projected housing growth in the City by 2040. The employment population associated with the cumulative growth would represent 0.2 percent of the projected new employment population Citywide by year 2040.

All the related projects are being proposed and/or developed in existing, developed areas, and would be consistent with plan policies that serve as a guide for providing services and infrastructure.

As discussed above, the projected cumulative population, household, and employment growth would be within the 2040 SCAG projections identified in the 2016 RTP/SCS for the City, in an area that is currently built out with existing infrastructure intended to be the site of future planned growth.

Conclusion

There would be a less than significant cumulative impact from unplanned population and housing growth or from displacing substantial numbers of existing people or housing that would require replacement housing elsewhere and would not be cumulatively considerable.

6.15 Public Services

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

a. Fire protection?

Less Than Significant Impact. Significant impacts to fire protection and emergency services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

Fire protection and emergency medical services for the Project Site are provided by the City of Los Angeles Fire Department (LAFD). The LAFD's approximately 3,435 uniformed personnel and 381 civilian support staff provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service.⁷² At any given time, there are approximately 1,018 uniformed firefighters on-duty at 106 fire stations across the LAFD's 469 square-mile jurisdiction.⁷³ LAFD fire stations within close proximity of the Project Site include Fire Station 89, Fire Station 77, Fire Station, 60, and Fire Station 102.⁷⁴ Table 6-37, *LAFD Fire Stations Located in the Vicinity of the Project Site*, provides information on the closest location of LAFD fires stations serving the Project Site, the approximate distance/direction from the Project Site and the average response time.

Construction

Construction activities associated with the Project may temporarily increase the demand for fire protection and emergency medical services, and may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, covering and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with the requirements of OSHA, all construction managers and personnel would be trained in fire prevention and emergency response. Further, fire suppression equipment specific to construction would be maintained on the Project Site. As applicable, construction activities would be required to comply with the 2016 California Building Code (CBC), the California Fire Code (CFD), and Article 7: Fire Protection and Prevention (Fire Code) of Chapter V: Public Safety and Protection, of the LAMC.

⁷² Los Angeles Fire Department, Department, Overview, Website, http://lafd.org/about/lafd-overview, accessed July 28, 2020.

⁷³ These figures represent the number of uniformed firefighters that are available to respond to emergency calls and do not include other on-duty uniformed firefighters that are involved in training or various administrative and support functions (Source: Los Angeles Fire Department, Department Overview, http://lafd.org/about/lafdoverview, accessed July 28, 2020.

⁷⁴ Los Angeles Fire Department, Fire Stations, Find Your Station, Website https://www.lafd.org/fsla/stations-map, July 2020 and Google Maps, accessed July 28, 2020.

Fire Station ^a	Address ^a	Approximate Distance/Direction from Project Site	Average Operational Response Time ^b
Fire Station 89	7063 Laurel Canyon Boulevard	1.6 miles	6:53 (EMS) 6:03 (non EMS) 4:17 (Structural Fire) 5:48(Critical ALS)
Fire Station 77	9224 Sunland Boulevard	2.2 miles	7:21 (EMS) 7:13 (non EMS) 6:39 (Critical ALS) 5:53 (Structural Fire)
Fire Station 60	5320 Tujunga Avenue	3.4 miles	6:22(EMS) 5:53 (non EMS) 5:27 (Critical ALS) 4:57 (Structural Fire)
Fire Station 102	13200 Burbank Boulevard	4.8 miles	6:20 (EMS) 6:02 (non EMS) 5:22 (Critical ALS) 5:17 (Structural Fire)

 TABLE 6-37

 LAFD Fire Stations Located in the Vicinity of the Project Site

Notes:.

Structural Fire: The type of call reserved when the LAPD receives a report of a building or structure that is actively burning. EMS = Emergency Medical Services; ALS = Advanced Life Support

SOURCES: Correspondence with LAFD, December 2019, Ralph M. Terrazas, Fire Chief. December 19, 2019. https://www.lafd.org/fire-stations/station-results, July 28, 2020

a. From January to August 2019. LAFD, Find Your Station. https://www.lafd.org/fsla/stations-map.

b. FIRESTATLA http://www.lafd.org/fsla/stations-map. Accessed July 28, 2020.

Construction activities are expected to be primarily contained within the Project Site boundaries. Encroachments into the public right-of-way (e.g., sidewalk) adjacent to the Project Site along Strathern Street are anticipated during the one-month period of street dedication improvements. Travel lanes would be maintained in each direction on Lankershim Boulevard and Strathern Street throughout the construction period and emergency access would not be impeded.

Due to the limited duration of construction activities and compliance with applicable codes, Project construction would not be expected to adversely impact firefighting and emergency services so as to necessitate a new or expanded fire station in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Moreover, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate. The Project would comply with applicable LAFD requirements, including implementation of Project's Construction Traffic Management Plan, and due to the temporary nature of the necessary construction activities, construction impacts on fire protection and emergency medical services would be less than significant and no mitigation measures are required.

Operations

Operational activities associated with the Project would increase the demand for fire protection and emergency medical services but not such that it would require the addition of a new fire station, or the expansion, consolidation, or relocation of an existing station in order to maintain service in a manner that would result in significant environmental impacts. As discussed under Item 6.14.a, the Project's estimated 1,050 residents would represent approximately 0.8 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2018 and 2023.

Because the Project is located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA, the population growth generated by the Project is considered consistent with the City's and SCAG's growth policies.

The new building associated with the Project would also be subject to compliance with fire protection design standards, as necessary, per the CBC, CFD, the LAMC, and the LAFD, to ensure adequate fire protection. Key components of these regulatory requirements that would be implemented as part of the Project pursuant to LAFD review and guidance include the following:

- **Building Design:** Fire resistant doors and materials, as well as walkways, stairwell and elevator systems (including emergency and fire control elevators) that meet code requirements.
- Fire Safety Features: Installation of automatic sprinkler systems, smoke detectors and appropriate signage and internal exit routes, if not already installed, to facilitate a building evacuation if necessary; as well as a fire alarm system, building emergency communication system and smoke control system.
- Emergency Safety Provisions: Implementation of an Emergency Plan in accordance with LAMC Section 57.33.19. The emergency plan would establish dedicated personnel and emergency procedures to assist the LAFD during an emergency incident (e.g. floor wardens, evacuation paths); establish a drill procedure to prepare for emergency incidents; establish an on-site emergency assistance center; and establish procedures to be followed during an emergency incident. Provision of on-site emergency equipment and emergency training for personnel to reduce impacts on the increased need for emergency medical services.
- LAFD Access: Access for LAFD apparatus and personnel to the Project Site in accordance with LAFD requirements, inclusive of standards regarding fire lane widths and weight capacities needed to support fire fighting vehicles, markings and on-site vehicle restrictions to ensure safe access. Emergency vehicles and fire access to the Project Site and surrounding area would be provided along Lankershim Boulevard and Strathern Street.

The City of Los Angeles requires that plans for building construction, fire flow requirements, fire protection devices (e.g., sprinklers and alarms), fire hydrants and spacing, and fire access including ingress/egress, turning radii, driveway width, and grading would be prepared for review and approval by the LAFD.

The Project Site is not located in an area of moderate or very high fire hazard.⁷⁵ In addition, the Project Site is surrounded by urban development that is not overly dense, has a generally flat topography, and is not adjacent to any wildlands. Therefore, no fuel modification for fire fuel management would be required.

Another important component of ensuring fire protection services is the availability of adequate firefighting water flow. Fire flow requirements are closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazards. The ability of the water service provider to provide water supply to the Project Site is discussed in Item 6.19, *Utilities and Service Systems*. As discussed therein, adequate water supply would be available to serve the Project Site, including minimum fire flow requirements.

As mentioned above, up to four LAFD fire stations would provide fire protection and emergency medical services to the Project area and are dispatched based on availability and the nearest unit to a service call. The Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is well served by nearby fire stations within close proximity to one-another and the Project Site. According to the General Plan Framework Element, the City distance standard for EMS services is 1.5 miles. As shown in Table 6-38, one LAFD Station is located near the Project Site within 1.6 miles The Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans, including any potential modifications to building plans to reduce the risk and susceptibility of spread of fires, as will be determined by LAFD in its expert discretion upon full construction level design of the Project. As part of the normal building permit process, the Project Applicant would submit a plot plan for review and approval by the LAFD prior to the approval of a building permit. Also, fire stations have access to multiple routes to attend emergency calls. Further, as identified in Item 6.17, Transportation, operational traffic impacts to the local roadway network created by the Project would be less than significant.

There are a number of additional factors that influence emergency response times in addition to traffic, including alarm transfer time, alarm answering and processing time, mobilization time, risk appraisal, signals, and roadway characteristics. The LAFD has taken a number of steps to improve its related systems, processes and practices. Upgrades include installation of automated vehicle locating systems on all LAFD apparatus; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; development of a new computer aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident; and, use of traffic pre-emption systems. A traffic pre-emption system allows the normal operation of traffic lights to be preempted by an emergency vehicle to improve response times by stopping conflicting traffic in advance, providing the emergency vehicle the right-of-way. Based on the ability of LAFD to respond to

⁷⁵ Zimas Website, http://zimas.lacity.org/, Accessed September 8, 2019

emergency situations, the number, proximity, and accessibility of fire stations in the Project vicinity and the multiple steps being taken by the LAFD to improve response times, Project impacts on fire protection, services, and response times are considered less than significant.

With incorporation of applicable regulatory requirements (i.e., building design, fire safety features, emergency safety provisions, LAFD access, construction measures, and plot plan review), the Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD to serve the Project such that it would require construction of new fire facilities. Even if a new fire station, or the expansion, consolidation, or relocation of a station was determined warranted by LAFD, and was foreseeable, the Project area is highly developed, and the site of a fire station or expansion of a fire station would likely be on an infill lot that would likely be less than an acre in size and would likely to subject to separate environmental review processes and, if necessary, project specific mitigation measures.

Development at this scale is unlikely to result in significant unavoidable impacts, and projects involving the construction or expansion of a fire station are typically addressed pursuant to CEQA through categorical exemptions or negative declarations. Further, the protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City general funds. Additionally, as indicated by LAFD, no expansion of service or construction or relocation of fire stations is planned at this time at all and is also therefore not planned or required by the City due to the construction of the Project. Accordingly, no expansion of service or new or modified facilities is proposed by the City as a result of the Project, or is required.

Conclusion

Based on the above, the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility, is not foreseeably needed to maintain service and the potential for physical impacts associated with construction of fire facilities are considered less than significant and no mitigation measures are required.

b. Police protection?

Less Than Significant. Significant impacts to police protection services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services. Police protection for the Project Site is provided by the Los Angeles Police Department (LAPD). The LAPD consists of approximately 9,985 sworn officers.⁷⁶ The LAPD operates 21 police stations within four bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the Bureaus encompasses several communities. The Project Site is located in the Valley Bureau of the LAPD, which includes the Devonshire, Foothill, Mission,

⁷⁶ Los Angeles Police Department, COMPSTAT Citywide Profile, 08/04/19 to 08/31/19 http://assets.lapdonline.org/assets/pdf/cityprof.pdf Accessed August 2019

North Hollywood, Topanga, Van Nuys, and West Valley, Community Police Stations and the Valley Traffic Division.⁷⁷

The Project would be under the jurisdiction of Foothill Community Police Station, located at 12760 Osborne Street, Pacoima, approximately 3.3 miles from the Project Site. The Foothill Community Police Station serves the Foothill Service Area which is a culturally diverse community with a population of approximately 182,000 people. The service boundaries for Foothill Geographic Area include the Los Angeles City boundary to the north, Saticoy Street and Cohasset Street to the south, Lowell Avenue to the east, and the Hollywood Freeway to the west.

The Foothill Community Police Station has approximately 330 sworn personnel and 30 civilian support staff assigned. The officer to resident ratio is; 1 officer to 545 residents. Additionally, there are special service teams available within the LAPD to service the Foothill Service Area.

The Foothill Station's emergency response system is directly linked to the LAPD Communications Division's Dispatch Centers. The LAPD Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which calls for service are received. This includes 911 emergency calls (police, fire, and paramedic). The average response time to emergency calls for service in Foothill Area during 2018 was 5.3 minutes. The average response time for non-emergency calls for service in Foothill Area during 2018 was 31.4 minutes.⁷⁸

Table 6-38, *Crime Statistics for the Foothill Area*, summarizes the crime statistics for the Foothill Service Area for 2018, 2017, and 2016. The total amount of crimes was 4,216 in 2018, 4,258 in 2017, and 4,193 in 2016, with most of the crimes related to burglary from motor vehicles, personal/other thefts, and motor vehicle theft. As noted, crimes statistics decreased slightly in 2018 from 2017.

CRIME STATISTICS FOR THE FOOTHILL AREA					
Crime	2018	2017	2016		
Homicide	9	7	10		
Rape	38	45	52		
Robbery	244	264	244		
Aggravated Assault	517	580	578		
Burglary	535	553	533		
Motor Vehicle Theft	898	891	823		
Burglary From Motor Vehicle	1,195	1,122	1,151		
Personal/Other Theft	780	796	802		

TABLE 6-38 CRIME STATISTICS FOR THE FOOTHILL AREA

⁷⁷ The Los Angeles Police Department, Valley Bureau, http://www.lapdonline.org/valley_bureau Accessed September 2019

⁷⁸ Correspondence, Michel R. Moore, Chief of Police, LAPD, July 23, 2019. Appendix J

Total	4,216	4,258	4,193
Source: LAPD, July 2019			

Project Design Features

The following PDF measures, are proposed to minimize the need for police protection. These PDFs would be implemented by the Project Applicant and agreed to by the City, would be incorporated into the Project:

PDF PS-1: A construction fence shall be constructed around the Project Site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

PDF PS-2: Prior to the occupancy of the Project, the Applicant shall provide the Foothill Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.

Construction

During construction, equipment and building materials could be temporarily stored on-site, which could result in theft, graffiti, and vandalism. However, the Project Site is located in an area with high vehicular activity and visibility from Lankershim Boulevard, Strathern Street, and Blythe Street. In addition, PDF PS-1 states the construction site would be fenced along the perimeter to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Construction activities are expected to be primarily contained within the Project Site boundaries. Encroachments into the public right-of-way (e.g., sidewalk) adjacent to the Project Site along Strathern Street are anticipated during the one-month period of street dedication improvements. Travel lanes would be maintained in each direction on Lankershim Boulevard and Strathern Street throughout the construction period and emergency access would not be impeded. Further, as discussed below, a Construction Management Plan (PDF TRAF-4) for the Project would be prepared in order to prohibit construction-related vehicles/equipment parking on surrounding public streets, minimize disruptions to through traffic flow, and schedule worker and construction equipment delivery to avoid peak traffic hours. Given the visibility of the Project Site from adjacent roadways and surrounding properties, existing police presence in the City of Los Angeles, maintained emergency access, and construction fencing discussed in PDF PS-1, the Project's construction activities are not expected to increase demand on existing police services to a meaningful extent. Therefore, the Project would have a less than significant temporary impact on police protection during construction with incorporation of PDF PS-1.

Operations

Operational activities associated with the Project would increase demand for police protection services but not such that it would require the addition of a new police station, or the expansion, consolidation, or relocation of an existing station in order to maintain service. The Project's 432 residential units are estimated to result in an increase in the residential population of approximately 1,050 residents. The Project's estimated 1,050 residents would be well within, and would comprise

less than 1.0 percent of, SCAG's estimated 2023 population growth of 124,940 persons. Because the Project is located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA, the population growth generated by the Project is considered consistent with the City's and SCAG's planned growth policies. As discussed in Section 2, *Project Description*, the Project would incorporate security measures for the safety of residents, employees, and visitors to the Project Site. During operation of the Project, access to the parking structure would be controlled through gated entries, and the entry areas would be well illuminated. Site security would include controlled keycard access to residential areas, parking areas, secured entry and exit points to all buildings, security lighting within common areas and entryways, and closed-circuit TV monitoring (CCTV).

As shown in Table 6-38, crime statistics for the Foothill Service Area has remained relatively stable over the past three-year period, and there has not been a high increase in crimes reported which doesn't demonstrate a need for additional police protection.

The LAPD apportions each Community Police Station into roughly eight to ten Basic Car areas, with one patrol car permanently assigned to each. Three teams of officers are assigned to patrol each neighborhood on a 24-hour basis (three eight-hour shifts). These officers provide neighborhood patrol to prevent crime and answer radio calls for service. Additional patrol units may be assigned during periods of increased workload.⁷⁹ Response times are a function of patrol car location and calls occurring at a particular time. As identified in Item 6.17, Transportation, operational traffic impacts would be less than significant with mitigation measures. Further, emergency response to a site is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternative routes, and multiple station response. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Thus, Project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the Project Site. Finally, the Project would provide adequate access for emergency vehicles to the Project Site subject to the approval of the LAPD. Prior to the occupancy of the Project, the Applicant would provide the LAPD with a diagram of the property, including access routes, and additional information to facilitate potential LAPD responses (see PDF PS-2). Accordingly, impacts associated with emergency response times and emergency access are considered less than significant with incorporation of mitigation.

Overall, given the incremental change to the population served by the Foothill Community Police station created by the Project, the relatively stable crime statistics in the Foothill Area, and the Project's planned on-site security measures, the Project is not expected to result in a substantial increase in demand for additional police protection services that would exceed the capability of the LAPD to serve the Project such that it would require construction of new police facilities.

Even if a new police station, or the expansion, consolidation, or relocation of a station was determined warranted by LAPD, and was foreseeable, the Project area is highly developed, and the

⁷⁹ LAPD, Official Site of the Los Angeles Police Department, http://www.lapdonline.org/search_results/content_basic_view/6528, Accessed, August 22, 2019.

site of a police station or expansion of a police station would likely be on an infill lot that would likely be less than an acre in size. Development at this scale is unlikely to result in significant unavoidable impacts, and projects involving the construction or expansion of a police station are typically addressed pursuant to CEQA through categorical exemptions or negative declarations. Further, the protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City's general fund. Accordingly, the Project would not create the need for additional police protection services as part of an unplanned police station.

As described in Section 4, 2016–2040 RTP/SCS Program EIR Mitigation Measures, Table 4-1, *Project Consistency with the SCAG 2016-2040 RTP/SCS Mitigation Measures*, the Project has included all relevant public service mitigation measures contained in the 2016 RTP/SCS PEIR. In addition to these applicable mitigation measures (such as SCAG 2016-2040 RTP/SCS Mitigation Measure MM-PS-2(b)) the Project has included PDF PS-1 and PDF-2 to further minimize potential impacts to police services.

Conclusion

Based on the analysis above, impacts are considered less than significant.

c. Schools?

Less Than Significant Impact. Significant impacts to school services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for school services. The Project would be served by the Los Angeles Unified School District (LAUSD). The LAUSD is the largest (in terms of number of students) public school system in California and the second-largest in the U.S. The LAUSD encompasses approximately 710 square miles and serves the City of Los Angeles, all or portions of 26 other cities, as well as several unincorporated areas of Los Angeles County. Approximately 4.8 million persons live within the District's boundaries. The LAUSD provides kindergarten through high school (K–12) education to a total of 587,359 students with a total enrollment of 673,849 students when including adult and early childhood education students.⁸⁰

According to the LAUSD, the Project Site is located within a Magnet School Continuous Enrollment Magnet. Students in grades 6-8 may make application to one of two magnet programs: Sun Valley Middle School Engineering, Arts & Technology for Global Progress Magnet, or Sun Valley Middle School Environmental Studies through Arts & Sciences Magnet. Additionally, Sun Valley Middle School hosts a by-application-only magnet center, Sun Valley Middle School Biomedical Sciences, Engineering & Leadership Magnet.⁸¹ Schools and programs that are part of

⁸⁰ LAUSD, Fingertip Facts 2019-2020 LAUSD, https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=52741&dataid=80515&FileName=Fin gertip%20Facts2019-20_English.pdf Accessed December 10, 2019

⁸¹ LAUSD Correspondence, Rena Perez, Director, Master Planning and Demographics. September 17, 2019.

a "school choice area" pull enrollments from the area school(s) that have resident attendance boundaries.

Construction

Construction of the Project would require construction employees that would be hired from a mobile regional construction work force that moves from project to project. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the mobility and short durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. Therefore, Project construction would not generate a significant amount of new students needing to attend local schools that would require the addition of a new school facility or expanding.

Operation

Project operation would incrementally increase demand for school services but not such that it would require the addition of a new school facility, or the expansion, consolidation, or relocation of an existing facility in order to maintain service. The estimated 1,050 persons increase would comprise less than 1.0 percent of, SCAG's estimated 2023 population growth of 124,940 persons. The Project would result in a net increase of 33 employees on the Project Site. If new employees currently reside in neighboring communities and have school children, it is expected the children would remain enrolled in their current school. However, if some new employees with school age children choose to move closer to work, or if some new employees with children are hired from the surrounding community or another City, there could be negligible change in student population in the nearby schools.

Using LAUSD student generation rates, the Project is estimated to generate 194 students.⁸² This number is conservative in that it assumes that none of the future Project residents with families would already have students attending the affected schools and that it is possible that a portion of the Project's school-age children would likely attend private schools or charter schools, thus reducing attendance at LAUSD schools. In accordance with the Greene Act of 1998 (SB 50), the Applicant will pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area. The payment of these fees are deemed by state law to provide full and complete mitigation under CEQA for a project's potential impacts to school facilities.

Conclusion

Student generation rates for residential and commercial uses are taken from the Development School Fee Justification Study, LAUSD, March 2018, Based on the rate for multifamily residential uses: Grades TK-6 = 0.2269; Grades 7-8= 0.0611, Grades 9-12=0.1296 totaling 180 students. For each 1,000 square feet of non-residential space – 0.610 students would be generated equaling 14 students. Total number of students has been rounded up, in order to provide whole student number counts.

With payment of school fees, operational impacts to school services and facilities would be less than significant and no mitigation measures are required.

Conclusion

With payment of school fees, operational impacts to school services and facilities would be less than significant and no mitigation measures are required.

d. Parks

Less Than Significant Impact. Significant impacts to park services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for park services. The Los Angeles Department of Recreation and Parks (LADRP) is responsible for the establishment, operation, and maintenance of parks and recreational facilities in the City. These facilities include parks, swimming pools, public golf courses, recreation centers, museums, youth camps, tennis courts, sports programs and programs for senior citizens. The LADRP also supervises construction of new facilities and improvements to existing ones. Currently, the LADRP maintains over 16,000 acres of parkland within approximately 444 regional, community and neighborhood parks, and dozens of pocket and specialty parks. LADRP maintains and operates hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, nine dog parks, and 187 summer youth camps.⁸³

One measure of park service is the ratio of parkland per 1,000 residents. The City uses such a ratio for monitoring park service levels and establishing goals for provision of parkland.⁸⁴ The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.⁸⁵ The City of Los Angeles overall has a ratio of 0.84 acres of neighborhood and community parkland per 1,000 residents. The Sun Valley-La Tuna Canyon Community Plan area has a ratio of 0.92 acres of neighborhood and community parkland per 1,000 residents ⁸⁶

The Project area is served by several public parks and recreational facilities. The following LADRP neighborhood parks and recreational facilities are located within a two-mile radius of the Project Site: Bellaire Avenue Park (7960 Bellaire Avenue), De Garmo Park (10145 Arminta Street) and Jaime Beth Slavin Park (7965 Whitsett Avenue).

The following LADRP community parks located within a five-mile radius of the Project Site include: Albert Piantanida Intergenertional Center (9540 Van Nuys Boulevard), Andres and Maria

⁸³ City of Los Angeles, Los Angeles Department of Recreation and Parks website "Who We Are" http://www.laparks.org/department/who-we-are. Accessed September 21, 2019.

⁸⁴ City of Los Angeles, Public Recreation Plan, a portion of the Service Systems Element of the Los Angeles General Plan, adopted October 9, 1980.

⁸⁵ LARDP Correspondence, Michael A. Shull, General Manager, July 31, 2019.

⁸⁶ LARDP Correspondence, Michael A. Shull, General Manager, July 31, 2019.

Cardenas Recreation Center (14740 W. Blythe Street), Branford Park (13310 Branford Street) David M. Gonzales Recreation Center (10943 Herrick Avenue), Delano Park (15100 Erwin Street), Fernangeles Recreation Center, (8851 Laurel Canyon Road), Hubert H. Humphry Memorial Park, (12560 Fillmore Street), Lake View Terrace Recreation Center, (11075 Foothill Boulevard), North East Valley Multipurpose Center, (11300 Glenoaks Boulevard), North Hills Community Park, (8756 Parthenia Place), North Hollywood Park, (11430 Chandler Boulevard), Panorama City Recreation Center, (8600 Hazeltine Avenue), Ritchie Valens Park (10731 Laurel Canyon Boulevard), Sepulveda Recreation Center (17017 Burbank Boulevard), Sheldon-Arleta Park, (Sheldon, Arleta and the Hollywood Freeway), Stonehurst Recreation Center, (9901 Dronfield Street), Strathern Park- North, (8041 Whitsett Avenue), Studio City Recreation Center (12505 Moorpark Street), Sun Valley Park, (8133 Vineland Avenue), Sunland Park, (8651 Foothill Boulevard), Tiara Street Park, (11480 Tiara Street), Valley Plaza Park, (12240 Archwood Street), Van Nuys - Sherman Oaks Park (14201 Huston Street), Van Nuys Multipurpose Center, (6514 Sylmar Avenue), Van Nuys Recreation Center (14301 Vanowen Street), Victory-Vineland Recreation Center (11117 W. Victory Boulevard) and Weddington Park North (10844 Acama Street).⁸⁷

The LADRP is currently in the process of refurbishing basketball courts throughout the City. Renovations are planned for the David M. Gonzalez Recreation Center.⁸⁸

Specifically credited open space and amenities provided as part of the Project would include a central courtyard located on the second floor between the residential units and connected by walkways (25,000 sf), community room (8,000 sf), recreation room (10,000 sf), an open space area to the south of the Project Site (20,000 sf) interior common open space and 21,600 sf of open space as private balconies.

LAMC Section 12.21-G requires that open space be provided with the development of residential uses. Table 6-39, *Project Open Space Requirements*, illustrates the approximated amount of open space that would be required according to unit types. As shown in Table 6-39, the Project would be required to provide 61,200 sf of open space which may include recreational facilities and amenities for the Project's 432 units (72 units with less than 3 habitable rooms, 180 units with 3 habitable rooms, and 180 with more than three habitable rooms). The Project would provide 84,600 sf of credited open space, exceeding the LAMC requirements.

Proposed Residential Units	Number of Habitable Rooms	Quantity (units)	Factor (sf/unit) ^a	Open Space Requirement (sf)
Studio/1-Bedroom	<3	72	100	7,200

TABLE 6-39 PROJECT OPEN SPACE REQUIREMENTS

⁸⁷ LARDP Correspondence, Michael A. Shull, General Manager, July 31, 2019. Appendix K

⁸⁸ LARDP Correspondence, Michael A. Shull, General Manager, July 31, 2019. Appendix K

Total				61,200
3-Bedroom	>3	180	175	31,500
2-Bedroom	3	180	125	22,500

^a Factors based on LAMC Section 12.21.G

Source: Kamran Tabrizi Architect & Associates 2019

As such, the Project would be consistent with the requirements of LAMC, and provide a variety of amenities for the Project residents.

Because of the accessibility of the Project's open space and recreation features, and the fact that the facilities would be designed to meet the focused needs of the Project residents, it is expected that the majority of the Project's recreational demand would take place within the Project Site. Some residual demand would occur for the use of facilities not provided within the Project. The demand for such space would be reduced by the provision of on-site space.

Residual off-site park use would likely be dispersed to parks serving the Project area that would be easily accessible and that have unique features that would be of interest to different residents. It is, thus, anticipated that impacts at any single park location would be minimal and the Project contribution to park use would not cause substantial degradation of existing facilities or require a new public park.

LAMC Section 12.33, which implements the City's parkland dedication ordinance enacted under the Quimby Act, provides a formula for satisfying park and recreational uses through land dedication and/or the payment of in-lieu fees.

The Project proposes to include 84,600 sf of recreational/amenity spaces, pursuant to LAMC Sec 12.2. The Project's estimated population increase of 1,050 persons would result in a demand for approximately 4.2 acres of parkland to meet the City's neighborhood and community parkland standards. The Project would provide on-site park land of 84,600 sf of credited space (approximately 2.29 acres) for 1,050 people, resulting in a ratio of 2.18 acres/1,000 people. However, these standards are goals for the City; and the City's requirements for park space are established in the LAMC. The Project would provide 84,600 sf of credited open space, exceeding the LAMC requirements.

In addition, pursuant to LAMC Section 21.10.3-a.1, Dwelling Unit Construction Tax, the City imposes a tax \$200 per dwelling unit on all construction of new dwelling units and modification of existing dwelling units. These taxes are placed into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. If a developer has already paid Quimby fees, as described under Section 12.33 or has dedicated in lieu parkland or recreational facilities, the dwelling unit tax required may be reduced accordingly.

The finalized Project design would be reviewed by the Department of City Planning to determine whether proposed facilities meet the applicable criteria for consideration or additional park land dedication or fees must be paid. Payment of such fees, if required, would provide a means for the Project to support the provision of park lands in a way that would avoid potential deterioration of parks serving the Project vicinity. Because the Project's demand for park space would be limited, there are park facilities, including a major regional facility available to serve the Project Site, and the Project per Section 12.33 would provide sufficient facilities or in-lieu fees to avoid adverse impacts to the City's Open Space facilities, the Project demand would not require new, consolidated or expanded facilities and would further avoid deterioration of parks that might be visited by Project residents.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

e. Other governmental services?

Less Than Significant Impact. Significant impacts to library services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. The City of Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. The LAPL system provides library facilities and services to the Project Site and the City of Los Angeles. The LAPL consists of the Central Library, eight regional branches, and 64 community branches. The LAPL has a collection size of 7.1 million with 2.1 million library cardholders. All branch libraries provide free access to computer workstations that are connected to the LAPL's information network. In addition to providing internet access, these workstations enable the public to search LAPL's electronic resources including the online catalog, subscription databases, word processing, language learning, literacy, and a large collection of historic documents and photographs.⁸⁹

LAPL has also expanded its digital access to LAPL members. Specifically, LAPL members have access to thousands of podcasts, audiobooks, media publications, and instructional content online and via smartphone applications.⁹⁰ In addition, specially designed websites are provided for children, teens, and Spanish-speaking patrons. The LAPL is a member of the Southern California Library Cooperative (SCLC). SCLC is an association of 39 independent city and special district public libraries in the greater Los Angeles area that shares resources to improve library service to the residents of all participating jurisdictions.⁹¹

The Project Site is served by the Sun Valley Branch Library and the Valley Plaza Branch Library. Table 6-40, *Libraries Serving the Project Site*, provides information regarding these libraries, including their distance/direction from the Project Site, size, and population served.⁹²

⁸⁹ LAPL, Aurial Granger, Management Assistant, Correspondence August 30, 2019.

⁹⁰ https://www.lapl.org/collections-resources/e-media. Accessed September 10, 2019.

⁹¹ https://socallibraries.org/ Accessed September 6, 2019.

⁹² LAPL, Aurial Granger, Management Assistant, Correspondence August 30, 2019.

Library	Distance/ Direction from Project Site ^a	Size in Square Feet	Population Served
Sun Valley Branch Library 7935 Vineland Avenue	0.96 miles to the east	12,500	74,185
Valley Plaza Branch Library 12311 Vanowen Street	1.6 miles to the southwest	10,500	61,928

 TABLE 6-40

 LIBRARY FACILITIES SERVING THE PROJECT SITE

^a Approximate distance/direction from Project Site in miles is a straight line distance, not a drive distance.

Source: LAPL, Aurial Granger, Management Assistant, Correspondence August 30, 2019. Appendix J

The 2007 LAPL Branch Facilities Plan (Facilities Plan) guides the construction of branch libraries and specifies standards for the size and features of branch facilities based on the population served in each community. The Facilities Plan also outlines the required facilities expansion needs of the libraries within the City. Under the Facilities Plan, the service population for a branch library is determined by the size of the facility as set forth in Table 6-41, *LAPL Branch Facilities Plan – Library Building Size Standards*. The Facilities Plan has been implemented with two bond measures: the 1989 Bond Program and the 1998 Bond Program.⁹³

		TANDANDO
Library Type	Population Served	Size of Facility (sf)
Local Branch	< 45,000	12,500
Local Branch	> 45,000	14,500
Regional Branch	Unspecified	≤ 20,000
Central Library	System-Wide	Unspecified
Level at which new Branch Library recommended	90,000	12,500–14,500

 TABLE 6-41

 LAPL BRANCH FACILITIES PLAN – LIBRARY BUILDING SIZE STANDARDS

Source: Building on Success: Los Angeles Public Library Strategic Plan, 2007–2010, Branch Facilities Plan. http://www.lapl.org/sites/default/files/media/pdf/about/Strategic_Plan.pdf.

In 1989, City of Los Angeles voters approved Proposition 1, a \$53.4 million Branch Library Facilities Bond also known as the 1989 Library Bond Issue. Under Proposition 1, the Facilities Plan proposed to obtain new sites for building, renovating, and expanding libraries that were unable to serve the community sufficiently and/or were damaged by the Whittier earthquake. LAPL also obtained additional funds from the Community Development Block Grant Award of federal funds from the California State Library Proposition 85, as well as from Friends of the Library groups, for a total branch construction program of \$108 million. Under the 1989 Bond Program, 29 libraries were built.⁹⁴

On November 3, 1998, Los Angeles voters approved Proposition DD. Proposition DD, also known as the 1998 Library Facilities Bond, authorized \$178.3 million in bonds for funding the

⁹³ Los Angeles Public Library, Strategic Plan, 2007 – 2010, Building on Success; Appendices, VI and VII. http://www.lapl.org/sites/default/files/media/pdf/about/Strategic Plan.pdf. Accessed August 22, 2019.

⁹⁴ Ibid.

construction, renovation, improvement, or expansion of 32 new branch libraries. As a result of effective project management, four additional projects were added to the scope of the overall facilities program. Of the 36 total projects, 18 existing library facilities were replaced with 18 new library facilities on the existing City-owned sites, nine libraries were constructed on newly acquired sites, five new libraries were constructed on acquired sites in communities that previously did not have library services, and with the four additional projects, existing libraries were renovated and expanded. The entire original Facilities Plan has been completed.

In March 2011, the City of Los Angeles approved Measure L to restore LAPL's service hours back to the levels available prior to the 2010 economic downtown. Through Measure L, LAPL would also be able to expand its services, collections and technology. The LAPL Strategic Plan 2015-2020 is a 5-year plan to detail expanded programs and services, referred to as Key Activities within the Plan, offered by LAPL. With the shift in technology from books to computers, the demand for library facilities is changing. As stated above, members of LAPL have access to thousands of podcasts, audiobooks, media publications, and instructional content online and via smartphone applications made available to library patrons. The availability of such resources reduces the demand for physical library space. Recognizing these facts, the Los Angeles Public Library Strategic Plan 2015-2020 places emphasis on the employment of new technology for meeting future needs and includes objectives for increasing digital collections, e-mail circulation and use of mobile apps. This has the result of allowing the LAPL to meet increased population demand aside from the provision of new physical facilities.

The Project's construction workers would come from an existing labor pool whose workers move between construction projects on short-term bases without requiring relocation. Workers traveling to work may stop at a library that is outside of their residential neighborhood. Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term bases. Therefore, there would be no notable increase in library usage at the libraries serving the Project Site, and no need for the construction of library facilities to accommodate construction population. The nearest library to the Project Site is the Sun Valley Branch Library, located less than one mile from the Project Site. There are currently no plans of physical improvements involving construction or expansion to any facilities in the project area.⁹⁵

The Project's would result in a net increase in residential population of approximately 1,050 residents. The two nearest libraries serving the Project Site are identified in Table 6-41. The closest library is the Sun Valley Branch Library located 0.96 from Project Site and thus would be expected to be the primary facility used by Project residents. The Project Site also has close proximity to the Valley Plaza Branch Library located 1.6 miles from the Project Site. As identified in Table 6-41, while both libraries are smaller than the facility size criteria, the population served by both libraries is less than 90,000, which is when according to the LAPL, an additional branch library should be considered for the area.

⁹⁵ LAPL, Aurial Granger, Management Assistant, Correspondence August 30, 2019

In addition, the Project's residential units would be equipped to receive individual internet service, which would offer residents the opportunity to access the LAPL's online database system that includes podcasts, audiobooks, media publications, and instructional content. The availability of such resources reduces the demand for physical library space.

In addition, the Project would generate revenue for the City's general fund that could be used for the provision of public services such as library facilities. Measure L, which gradually increases library funding from its current level of 0.0175 percent of assessed property value to 0.0300 percent to keep libraries open longer and improve library services, also provides LAPL with a mechanism to address the needs of additional residents. The above fees and mechanisms would offset any incremental need for funding of capital improvements to maintain adequate library facilities and service, resulting from the Project. Furthermore, there are no LAPL plans to add libraries in the area⁹⁶ and the Project would not create a demand for a new library.

Conclusion

Impacts regarding library services would be less than significant and no mitigation measures are required.

Cumulative Impacts: Public Services

Fire Protection Services

The related projects would cumulatively generate, in conjunction with the Project, the need for additional fire protection and emergency medical services from the LAFD. Although there would be cumulative demand on LAFD services, cumulative impacts on fire protection and medical services would be reduced through regulatory compliance and site specific design and safety requirements, similar to the Project. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety.

The protection of public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services which are typically financed through the City general funds. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. The Project, as well as the related projects, would also generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of fire services, as deemed appropriate by the City.

Further, project-by-project traffic mitigation, multiple fire station response, and system wide upgrades to improve response times, and other requirements imposed by the LAFD are expected to help support adequate response times. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing,

⁹⁶ LAPL, Aurial Granger, Management Assistant, Correspondence August 30, 2019

equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Even in consideration of the related projects, if a new fire station, or the expansion, consolidation, or relocation of a station was determined warranted by LAFD, and was foreseeable, the Sun Valley-La Tuna Canyon Community Plan Area is highly developed, and the site of a fire station would likely be an infill lot that would likely be less than an acre in size.

Conclusion

Based on the above considerations, the Project would not result in a cumulatively considerable contribution to cumulative impacts associated with the construction of new fire facilities.

Police Protection Services

The related projects would cumulatively generate, in conjunction with the Project, the need for additional police protection services from the LAPD. It is expected that the related projects (particularly those of a larger nature) would be subject to review by the LAPD on a project-by-project basis to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Many of the related projects would also be expected to provide on-site security, personnel, and/or design features for their residents and patrons per standard development practices for the given uses. In addition, like the Project, the related projects would also be expected to provide on-site security, personnel and/or design features for their residents and patrons. Each related project would be subject to the City of Los Angeles' routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented.

Further, the protection of public safety is the first responsibility to local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City's General Funds. Accordingly, the need for additional police protection services as part of an unplanned police station at this time is not an environmental impact that the Project is required to mitigate. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, cumulative impacts related to police protection services would be less than significant.

Conclusion

Based on the above considerations, the Project would not make a cumulatively considerable contribution to cumulative impacts associated with the construction of new police facilities.

Schools

Pursuant to Government Code Section 65995, the payment of developer fees under the provisions of SB 50 addresses the impacts of new development on school facilities serving that development. Accordingly, impacts on public schools from related projects would be mitigated to less than

significant with payment of developer fees. Furthermore, as the Project would also pay school impact fees.

Conclusion

The Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Parks

Of the eight development projects on the related projects list, four include residential components. These four related projects with residential components include a total of 360 housing units with a corresponding population of 875 persons, without taking into account any existing residential units that might be demolished to allow for development of the related projects.

When combined with the Project's 432 net new units and increase of 1,050 in population, the total number of housing units is 792 units and the total population would be 1,925.

This additional population would add to the existing demand for park and recreation facilities. However, these related projects include a large number of large-scale projects that typically include parkland, recreational amenities, and/or open space to help meet project demand, in compliance with LAMC park and open space section requirements. As is the case with the Project, it is anticipated impacts on local parks would be residual effects after primary reliance on on-site recreational amenities and open space, and these impacts would be dispersed over the nearby LADRP parks and other parks (e.g., Los Angeles State Historic Park, Vista Hermosa Park, etc.) in the Project vicinity, as well as more distant parks. The City mitigates potential cumulative impacts on park services to less than significant levels by requiring new development to provide parkland or pay Quimby fees to pay the cost of providing the parkland required to serve new development. Like the Project, the related projects would be subject to the requirements of LAMC Sections 12.21, 12.23 and 17.12. Should any residential developments not require park and recreation facilities pursuant to Sections 12.23 and 17.12, they would still be required to pay a \$200 per unit fee to the "Park and Recreational Sites and Facilities Fund" for the acquisition and development of additional park and recreational sites and facilities by the City pursuant to Section 21.10.3 of the LAMC. For all of these reasons, cumulative impacts on parks and recreation facilities would be less than significant.

Conclusion

The Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Other Governmental Services

With respect to libraries, each related project would also generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhanced library services in the Community Plan Area, as deemed appropriate. While the related projects would not require the construction of new library

facilities, these revenues to the City's General Fund would help offset the increase in demand for library services and support the provision of services within the existing facilities.

Conclusion

Based on the above considerations, the Project would not make a cumulatively considerable contribution to cumulative impacts associated with the construction of new library facilities.

6.16 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?
- 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?

Less Than Significant Impact (a–b). As discussed under Item 6.15.d, operational activities associated with the Project would increase demand for park services. However, the Project would provide 84,600 sf of open space and amenities that would be tailored to meet the needs of the anticipated residential population. The Project would provide required open space that exceeds the City's open space requirements. The assessment of impacts associated with the construction of any recreational facilities is inclusive of the assessment of impacts associated with the Project in its entirety. As such, the demand or use of nearby park facilities would be reduced at times by the Project. Nonetheless, to offset the Project's demand on park facilities and services, the Project Applicant would be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Section applicable LAMC requirements, as necessary.

Therefore, with the proposed open space features and payment of applicable fees, the Project would not substantially deteriorate, or accelerate the deterioration of recreational facilities or resources.

Conclusion

Impacts would be less than significant and no mitigation is required.

Cumulative Impacts: Recreation

Refer to discussion of cumulative impacts related to parks and recreational facilities under Section 6.16, above.

6.17 Transportation

This section assesses potential Project impacts based on the Memo titled "CEQA Thresholds Analysis for the 7940 Lankershim Boulevard Mixed-Use Project Los Angeles, California" (referred to as the "CEQA Thresholds Transportation Memorandum") prepared by Gibson Transportation Consulting, Inc. dated June 12, 2020 and provided in Appendix K of this SCEA. The analysis is based on LADOT Transportation Assessment Guidelines (TAG) and Appendix G of the CEQA Guidelines from the State of California Governor's Office of Planning and Research. This analysis complies with the City's latest guidelines requiring any development projects that may not be fully entitled prior to July 1, 2020 to be evaluated for transportation impacts in compliance with the CEQA Guidelines in its implementation of Senate Bill 743 which are identified in the TAG. The Los Angeles Department of Transportation (LADOT) approved the methodology of the VMT analysis in correspondence dated June 20, 2020 which is included in Appendix K.

The TAG also identifies "non-CEQA" transportation issues, which include: 1) pedestrian, bicycle, and transit facilities; 2) project access, safety, and circulation; 3) construction traffic; and 4) residential street cut-through analysis. The analyses of these "non-CEQA" issues are not required by CEQA.

However, prior to adoption of the TAG, the Project's potential transportation impacts were previously analyzed based on the level of service (LOS) methodology in Transportation Impact Study (TIS) for the 7940 Lankershim Boulevard Mixed-Use Project, October 2019, which was reviewed and assessed by LADOT in an inter-departmental memorandum to the Los Angeles Department of City Planning (LADCP) dated November 14, 2019. Former LOS-based metrics that evaluated automobile congestion are no longer considered significant environmental impacts in accordance with CEQA Guidelines Section 15064.3. According to LADOT guidance, the TIS satisfies the TAG requirements for non-CEQA analysis. Accordingly, the LOS analysis and other non-CEQA transportation analyses included as part of the TIS are provided for informational purposes only in Appendix K of this SCEA. However, it is acknowledged that traffic data collected as part of the Traffic Study (i.e., roadway segment volumes) was used for purposes of calculating applicable mobile-source noise levels and air quality emissions in Sections 6.3 Air Quality, and Section 6.13 Noise, respectively.

Would the project:

a. Conflict with a program plan, ordinance or policy addressing circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant.

The TAG provides screening questions to determine which plans, policies, and programs apply to the Project. Based on these questions, the following apply to the Project: Mobility Plan 2035; Plan for a Healthy Los Angeles; City of Los Angeles General Plan; the LAMC; Vision Zero; Citywide Design Guidelines; Walkability Checklist; LADOT's Transportation Technology Strategy and Design Standards; Mobility Hub Reader's Guide; and LADOT Manual of Policies and Procedures (Design Standards). The Project's potential to conflict with these programs, plans, policies or ordinances, are discussed below.

Mobility Plan 2035

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- 1. Safety First
- 2. World Class Infrastructure
- 3. Access for all Angelenos
- 4. Collaboration, Communication, and Informed Choices
- 5. Clean Environments and Healthy Communities

The Project location and site access is consistent with the goals of the Mobility Plan as the Project would be designed to provide safe access for all users. The Project would support the policies of the Mobility Plan as it would promote a balanced transportation system by locating a mixed-use, mixed-income project on an urban infill site within an area containing a mix of commercial, residential, office, and educational uses. The Project would meet the goals of the Mobility Plan and would not interfere with the applicable policies of the Mobility Plan. Thus, the Project would be consistent with the Mobility Plan. The following provides further details of specific policies and programs in the Mobility Plan that were deemed most relevant to the Project.

• Policy 1.3 Safe Routes to School – Prioritize the safety of school children on all streets regardless of highway classifications. A number of elementary and middle schools are located within the Project Study Area, including Arminta Street Elementary School and Arminta Street Early Education Center, which are located less than 0.25 miles east of the Project Site. Adjacent to the Project Site, both Lankershim Boulevard and Strathern Street have been identified as part of the pedestrian route to the schools as part of the Safe Routes to School program. Appropriate traffic measures would be installed during construction activities to ensure pedestrian and bicycle safety adjacent to the Project Site.

Once operational, the Project driveways would be designed and operated to provide safe pedestrian crossings along Strathern Street and Lankershim Boulevard. Further, the Project mitigation program would include measures to improve pedestrian safety throughout the Study Area with the implementation of mobility improvements, such as the installation of continental crosswalks and the installation/maintenance of sidewalks, as well as TSM improvements, such as upgrades of existing pedestrian push buttons to accessible pedestrian signals. Therefore, the Project would not conflict with Mobility Plan Policy 1.3.

• Policy 2.3 Pedestrian Infrastructure – Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. Pedestrian access to the commercial uses would be provided via pedestrian entrances along Lankershim Boulevard and residential access would be provided via residential lobbies along Lankershim Boulevard and Strathern Street. The Project includes the pedestrian-friendly landscaping and design to enhance the pedestrian experience. The Project would also improve pedestrian facilities throughout the Project area with implementation of the mitigation program's mobility improvements, which include the installation of continental crosswalks and the installation/maintenance of sidewalks, and TSM improvements, which include the upgrades of existing pedestrian push buttons to accessible pedestrian signals. In addition, the driveways would be designed to provide safe pedestrian crossings, as well as adequate pedestrian flow between driveways along Lankershim Boulevard. Therefore, the Project would not conflict with Mobility Plan Policy 2.3.

- Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service. The transit system serving the Project Site has available capacity for 530 additional person-transit trips during the morning peak hour and 569 additional person-transit trips during the afternoon peak hour. The Project would generate approximately 41 net new transit trips during the morning peak hour and 56 net new transit trips during the afternoon peak hour, or approximately 10% of the available capacity during the morning or afternoon peak hours. Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase to finance new transportation projects and accelerate projects already in progress, in 2008 and Measure M, an additional half-cent sales tax increase to fund transportation project's net increase in transit trips would be partially offset by improvements to transit service in the Project area. In addition, as part of the mitigation program, the Project would contribute funding to upgrade bus stops serving the Project Site to encourage the transit ridership, which could include the installation of bus shelters and bus benches. Accordingly, the Project would not cause the capacity of the transit system to be substantially exceeded and the Project would not conflict with Mobility Plan Policy 2.5.
- Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. As described in detail in Chapter 2 of the TIS, Lankershim Boulevard adjacent to the Project Site provides marked bicycle lanes and is included as part of the Mobility Plan's Bicycle Network. The Project driveways would be designed to minimize conflicts to bicyclists along Lankershim Boulevard, including providing right-turn only ingress and egress maneuvers. Bicyclists would have the same access opportunities to the Project Site as pedestrians. Bicycle parking requirements per Los Angeles Municipal Code (LAMC) Section 12.21-A,16(a) include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points and long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. In accordance with the requirements of LAMC Section 12.21-A, 16(a), the Project would provide 224 bicycle parking spaces, including 30 short-term and 194 long-term bicycle parking spaces. Therefore, the Project would not conflict with Mobility Plan Policy 2.6.
- Policy 2.9 Multiple Networks Consider the role of each enhanced network (i.e., Transit Enhanced Network, Pedestrian Enhanced Districts, and Bicycle Enhanced Network) when designed a street that includes multiple nodes. As discussed above in the analyses for Policies 2.5 and 2.6, the Project would not conflict with Mobility Plan policies related to transit and bicycle networks. As described in the TIS, adjacent to the Project Site, Lankershim Boulevard is identified as part of both the Transit Enhanced Network and Bicycle Network, and both Lankershim Boulevard and Strathern Street are identified as part of the Pedestrian Enhanced Network. As detailed in the TIS, as part of the mitigation program, the Project would contribute funding to upgrade existing bus stops that serve the Project Site, which may include the

installation of bus stop shelters and bus stop benches. With respect to pedestrian facilities, pedestrian access would be provided via sidewalks along Lankershim Boulevard and Strathern Street. Additionally, as noted above, the sidewalk along Strathern Street would be installed and improved to meet City standards. Bicycles would have the same access opportunities as pedestrians and the Project would provide 224 bicycle parking spaces. Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Therefore, the Project would not conflict with Mobility Plan policies related to the Transit Enhanced Network, Pedestrian Enhanced Districts, or Bicycle Enhanced Network.

- **Policy 2.10 Loading Area** Facilitate the provision of adequate on and off-street loading areas. The Project would maintain its existing loading area on-site. As such, delivery trucks would not encroach on or block the public right-of-way. Therefore, the Project would not conflict with Mobility Plan Policy 2.10.
- Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way. Both vehicular and pedestrian access to the Project from the public right-of-way would be designed to meet the standards of the American with Disabilities Act (ADA) requirements. In addition, the Project's mitigation program could include improvements to Strathern Street to provide ADA compliant sidewalks, as well as the upgrade of existing pedestrian push buttons to accessible pedestrian signals at four intersections. Therefore, the Project would not conflict with Mobility Plan Policy 3.2.
- **Program PL.1.** Program PL.1 requires driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement. Due to the location of the Project Site, vehicular driveway access from a non-arterial street or alley would not be feasible. However, the driveways along Lankershim Boulevard and Strathern Street would be designed to minimize potential safety conflicts with bicyclists and pedestrians, and adequate visibility would be provided. Therefore, the Project would not conflict with Mobility Plan Program PL.1.
- **Program PK.10.** Program PK.10 directs the City to establish an incentive program to encourage projects to retrofit parking lots, structures, and driveways to include pedestrian design features. As discussed above, the Project would include pedestrian-friendly landscaping and design, new perimeter landscaping and street trees, streetscape improvements, and street level commercial uses that would enhance the pedestrian experience. Therefore, the Project would not conflict with Mobility Plan Program PK.10.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as

a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

The Project supports healthy lifestyles by reducing single-occupant vehicle trips by virtue of its location near to abundant high-quality and high-frequency transit options and its provision of a TDM program. As part of the mitigation program, the Project would also contribute to the implementation of mobility improvements to promote non-automobile travel throughout the Project area. The Project does not interfere with any other policies recommended by the plan. Therefore, the Project is consistent with Plan for a Healthy Los Angeles.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. This Project falls within the boundaries of the Sun Valley-La Tuna Canyon Community Plan.

The Project would locate new housing to reduce vehicular trips while increasing accessibility to services and facilities. The Project would be developed at an urban, infill site in proximity to existing residential uses, businesses, services, and numerous transportation options. The new residential population would have access to commercial development on-site as well as retail, restaurant, and other services within walking distance. Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter landscaping and street trees, streetscape improvements, and street level commercial uses to enhance the pedestrian experience. These features, as well as the Project's proposed TDM program and mobility improvements, would encourage the use of alternative transportation modes. Therefore, the Project would be consistent with the objectives of the Community Plan.

LAMC Section 12.21-A.16

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total 224 bicycle parking spaces, including 30 short-term and 194 long-term bicycle parking spaces.

LAMC Section 12.26-J

LAMC Section 12.26J, the TDM Ordinance establishes TDM requirements for projects with at least 25,000 sf of non-residential gross floor area. The Project proposes approximately 22,000 sf of non-residential gross floor area and, therefore, the TDM Ordinance does not apply.

LAMC Section 12.37

LAMC Section 12.37 pertains to development or expansion of buildings along Highways and Collector Streets and applies to streets designated Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III in the Mobility Plan. Lankershim Boulevard is a designated Boulevard II and Strathern Street is a designated Avenue II in the Mobility Plan. Per the Mobility Plan, Lankershim Boulevard adjacent to the Project Site requires a 40-foot half-width roadway within a 55-foot halfwidth right-of-way and Strathern Street adjacent to the Project Site requires a 28-foot half-width roadway within a 46-foot half-width right-of-way. Lankershim Boulevard currently meets the standards of a designated Boulevard II. Strathern Street would be improved adjacent to the Project Site with development of the Project to meet the street and right-of-way standards of a designated Avenue II. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.

Vision Zero

The primary goal of Vision Zero is to eliminate traffic deaths in the City by 2025. Vision Zero identifies the High Injury Network, a network of streets where strategic investments will have the biggest impact in reducing death and severe injury. Annually developed Action Plans emphasize creating safe streets for all users, developing a culture of safety, adopting policy measures to promote safety, and using data to inform the most effective solutions. The information from this review comes from Vision Zero Los Angeles: 2018 Action Plan + Progress Report (City, 2018) and LADOT's list of active Vision Zero projects maintained at www.ladotlivablestreets.org.

Lankershim Boulevard and Strathern Street adjacent to the Project Site have been identified as part of the High Injury Network. Neither street has been identified as a Priority Corridor, and no improvements are currently planned along either corridor adjacent to the Project Site. Nevertheless, the Project would not preclude future Vision Zero safety improvements by the City. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Citywide Design Guidelines identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. Citywide Design Guidelines is organized around six design objectives. City of Los Angeles Urban Design Principles aims to improve mobility in the City through travel mode choices.

The Project would provide a mix of land uses in close proximity to a broad range of land uses and transit options within walking distance, which would stimulate pedestrian activity. The Project would be integrated within the surrounding sidewalks through new ground level commercial uses and amenities, including new street trees and landscaping. Pedestrian connections would be provided throughout the Project Site, connecting residential and common open space uses. In addition, all loading activities would not occur directly within the public right-of-way. Therefore, the Project would align with Citywide Design Guidelines to provide a safe, comfortable, and accessible experience for all transportation modes.

Walkability Checklist

Walkability Checklist – Guidance for Entitlement Review (LADCP, November 2008) (Walkability Checklist) serves as a guide for enhancing pedestrian movement, access, comfort, and safety to contribute to the overall walkability of the City. Transportation-applicable topics include:

- Sidewalks
- Crosswalks/Street Crossings
- On-Street Parking
- Building Orientation
- Off-Street Parking and Driveways

The Project would provide continuous and adequate sidewalks along the Project Site, enhance pedestrian amenities through landscape elements to provide adequate shade and habitat to for a more comfortable mobility environment for pedestrians. Pedestrian connections would be provided throughout the Project Site, connecting residential and common open space uses. These features support the Walkability Checklist recommendations regarding the pedestrian experience.

LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age

The LADOT transportation technology strategy, based on Urban Mobility in a Digital Age: A Transportation Technology Strategy for Los Angeles (Ashley Z. Hand, August 2016), is designed to ensure the City stays on top of emerging transportation technologies as both a regulator and a transportation service provider. This strategy document includes the following goals:

- Data as a Service: Providing and receiving real-time data to improve the City's ability to serve transportation needs
- Mobility as a Service: Improving the experience of mobility consumers by encouraging partnerships across different modes and fostering clear communication between transportation service providers
- Infrastructure as a Service: Re-thinking how the City pays for, maintains, and operates public, physical infrastructure to provide more transparency

LADOT also developed Technology Action Plan (2019) to realize the vision developed in Transportation Technology Strategy. Key action steps include:

- Develop a comprehensive digital inventory of the City's signs, parking meters, curb paint, and regulatory tools
- Continue to develop and maintain the Automated Traffic Surveillance and Control system
- Use active management strategies to dynamically monitor and control things like speed limits, parking availability, detour routes, etc.
- Develop a mobility data specification around which software tools can be developed and data can be accessed

• Develop a transportation tax model that minimizes data collection and retention in favor of user privacy

The Project does not interfere with any of the general policy recommendations, pilot proposals, or action steps set forth in these documents.

Mobility Hub Reader's Guide

Mobility Hubs: A Reader's Guide (LADCP, 2016) provides guidance for enhancing transportation connections and multi-modal improvements in proximity to new or existing transit stations. It specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections.

The Project adopts several of these components as part of the TDM program, in addition to providing LAMC-required short-term and long-term bicycle parking that both facilitates and encourages bicycling in and around the Project.

LADOT Manual of Policies and Procedures (Design Standards)

Manual of Policies and Procedures (LADOT, December 2008) provides plans and requirements for traffic infrastructure features in the City such as roadway striping and other markings, signage, onstreet parking, crosswalks, and turn lanes, as well as the design of driveways for development projects. The Project would not conflict with any of the policies and procedures contained in this document. Additionally, the Project driveways would comply with all applicable LADOT design standards.

Conclusion

Based on the above, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project is consistent with adopted City plans, programs, ordinances and policies regarding the circulation system. Therefore, no mitigation measures are required.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The Vehicle Miles Travelled (VMT) metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

VMT Analysis Methodology

LADOT developed the City of Los Angeles VMT Calculator Version 1.3 (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: origin trips from a residential use to a workplace destination
- Home-Based Other Production: origin trips from a residential use to a non-workplace destination (e.g., retail, restaurant, etc.)
- Home-Based Work Attraction: destination trips to a workplace originating from a residential use

As detailed in City of Los Angeles VMT Calculator Documentation, the household VMT per capita threshold applies to home-based work production and home-based other production trips, and the work VMT per employee threshold applies to home-based work attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT.

Other types of trips included in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use), are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for LADOT screening purposes when determining if further VMT analysis for a project would be required.

Project VMT Analysis

The VMT Calculator was used to evaluate Project VMT and compare it to the VMT impact criteria. The VMT Calculator was set up with the Project's four land uses and their respective sizes as the primary input. Based on the Project's proposed land uses and location, the following assumptions were identified in the VMT Calculator:

- Total Population: 1,016
- Total Employees: 60
- APC: North Valley
- TBZ: Suburban Center
- Maximum VMT Reduction: 20%

Commercial VMT. As previously detailed, the Project proposes a total of approximately 22,000 sf in commercial retail and restaurant floor area and would not exceed the LADOT threshold of 50,000 sf of net retail uses to warrant further VMT analysis. In addition, the proposed commercial

uses would be local-serving and, therefore, would not lead to increased VMT. Therefore, the proposed commercial uses of the Project would not result in a significant VMT impact.

Project VMT. It should be noted that as part of the Project design, measures would be implemented to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, PDF TRAF-1 was accounted for in the VMT evaluation:

Project Design Features

PDF TRAF-1

TDM Program. The Project shall develop and implement a TDM program to promote non-auto travel, and reduce the use of single-occupant vehicle trips. The TDM program would be subject to review and approval by the City (Department of City Planning and LADOT). The strategies in the TDM program would include, but are not necessarily limited to, the following:

- Educational Programs/On-Site Coordinator. A TDM coordinator would be required to be part of the building management staff that would reach out to employers and employees directly to promote the benefits of the TDM.
- Transportation Information Center/Kiosk. The Transportation Information Center would be a centrally-located commuter information center where project residents can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would provide information about transit schedules, commute planning, rideshare, telecommuting, and bicycle and pedestrian plans.
- Project Design Features to Promote Bicycling and Walking. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, secured bicycle parking facilities. Pedestrian improvements internal to the Project Site would encourage walking and connect to off-site pedestrian facilities. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians.
- Bikeway Improvements. The Project would contribute funding toward the implementation of bicycle improvements within the Study Area under the 2010 Bicycle Plan and Mobility Plan.
- Reduced Parking Supply: Reduced parking supply to provide less parking than the direct LAMC requirement without consideration of additional parking reductions mechanisms (i.e., Bicycle Parking Ordinance, Specific Plan or Enterprise Zone areas, etc.)

PDF TRAF-2: Mobility Improvement Program: The mobility improvement plan for the Project would include the following improvements:

• Installation of Continental (High Visibility) Crosswalks: The following four study intersections have been identified as locations where continental (high visibility) crosswalks would be installed:

- 4. Webb Avenue & Roscoe Boulevard
- 6. Laurel Canyon Boulevard & Strathern Street
- 0 9. Vineland Avenue & Strathern Street
- 0 12. Tujunga Avenue & Saticoy Street

The Project would install continental (high visibility) crosswalk markings such as white (standard) or yellow (school) zebra stripes across all four cross segments of an intersection. Additionally, continental (high visibility) crosswalks would include a striped setback limit to reduce the number of vehicles encroaching into the crosswalk.

- **Installation and Maintenance of Sidewalks:** One key corridor has been identified within the Study Area without ADA compliant sidewalks. The north side of Strathern Street between Lankershim Boulevard and Irvine Avenue requires sidewalk installation and maintenance to complete the pedestrian connection. The Project would improve this segment of Strathern Street to include widening, paving, and clearly marking sidewalk and curb space.
- **Installation of Bus Stop Shelters:** The bus stop located on the west side of Lankershim Boulevard south of Strathern Street (Intersection #7), which serves Metro Local 224 and 353, would be improved with the installation of a bus stop shelter. This bus stop currently has two benches and transit signage.
- **Installation of Bus Stop Benches**: The bus stop located on the east side of Lankershim Boulevard south of Strathern Street (Intersection #7), which serves Metro Local 224 and Local 353, would be improved with the installation of a bus stop bench. The bus stop currently only provides transit signage.

PDF TRAF-3: TSM Improvements. The Project would fund TSM improvements within the Study Area to better facilitate vehicle and pedestrian operations. The TSM improvements would target the Lankershim Boulevard corridor. Based on consultation with LADOT, the following TSM improvements would be implemented:

- Upgrade existing traffic signal controller cabinets to Type 351/2/6/7 cabinets
 - o 5. Lankershim Boulevard & Roscoe Boulevard/Tuxford Street
 - 0 7. Lankershim Boulevard & Webb Avenue & Strathern Street
 - 10.Lankershim Boulevard & Stagg Street
 - o 11. Lankershim Boulevard & Saticoy Street
 - Replacement of existing video fibers with a 24-strand signal mode fiber cable
 - o 7. Lankershim Boulevard & Webb Avenue & Strathern Street
- Upgrade existing pedestrian push buttons to accessible pedestrian signals
 - o 5. Lankershim Boulevard & Roscoe Boulevard/Tuxford Street
 - 0 7. Lankershim Boulevard & Webb Avenue & Strathern Street

- 10. Lankershim Boulevard & Stagg Street
- 11. Lankershim Boulevard & Saticoy Street.

As shown in Table 6-42, with application of the TDM strategies listed above, the VMT Calculator estimates that the Project would generate 6,594 total household VMT. Thus, based on the population assumptions above, the Project would generate an average household VMT per capita of 6.5, which would not exceed the significance thresholds for the North Valley APC (9.2 household VMT per capita).

Without application of any TDM strategies, the Project would generate average household VMT per capita of 7.6, thus falling below the North Valley APC significance threshold (9.2 household VMT per capita). Therefore, implementation of TDM strategies as either project design features or mitigation is not required for the Project.

The Project would continue to implement Project Design Features identified in the TIS that would further reduce Project VMT including the implementation of a comprehensive TDM program to reduce single occupancy vehicle trips to and from the Project Site, contributions toward TSM improvements to better facilitate pedestrian operations, and off-site mobility improvements to encourage non-auto travel.

Project		Project with Project Design Features		
Project Information		VMT Reduction with TDM Strategies		
Project Land Uses		Reduced Parking Supply		
Housing Multi-Family	384 du	Code Requirement [c]	964	
Housing Affordable - Family	48 du	Parking Supply [d]	541	
Retail Pharmacy/Drugstore	14,000 sf	VMT Reduction [e]	12.500%	
Retail High-Turnover Restaurant	8,000 sf			
		Bicycle Parking per LAMC		
Total Population	1,016	Yes/No	Yes	
Total Employees	60	VMT Reduction	0.625%	
Area Planning Commission	North Valley	Pedestrian Improvements		
Household VMT Impact Threshold	9.2	Yes/No	Yes	
Work VMT Impact Threshold	15.0	VMT Reduction	2.000%	
Travel Behavior Zone	Suburban Center	Total VMT Reduction	14.8%	
Maximum TDM Reduction	20%			
Adjusted VMT without TDM Strategie	es [a]	Adjusted VMT with Project Design Fe	eatures	
Household VMT		Household VMT		
Home-Based Work Production	2,828	Home-Based Work Production	2,410	
Home-Based Other Production	4,910	Home-Based Other Production	4,184	
Total Household VMT	7,738	Total Household VMT	6,594	
Total Population	1,016	Total Population	1,016	
Household VMT per Capita	7.6	Household VMT per Capita	6.5	
Significant Impact	NO	Significant Impact	NO	
	NO	Significant Impact	no	
Work VMT		Work VMT		
Home-Based Work Attraction	686	Home-Based Work Attraction	585	
Total Work VMT	686	Total Work VMT	585	
Total Employees	60	Total Employees	60	
Work VMT per Employee	11.4	Work VMT per Employee	9.8	
Significant Impact	N/A [b]	Significant Impact	N/A [b]	

TABLE 6-42VMT EVALUATION TABLE

[a] Adjusted VMT based on calculations from the City of Los Angeles VMT Calculator Version 1.3 (LADOT, May 2020), as provided in the Attachment, and accounts for the synergy between land uses of a mixed-use development.

[d] The Project's Reduced Parking Supply was calculated with consideration of Section 65915(k) of California Government Code (California Office of Legislative Counsel for the Legislature, effective January 2017), LAMC Section 12.21.A4(x)(3), and LAMC Section 12.21.A4.
 [e] The VMT reduction related to a reduced parking supply reflects the maximum allowable VMT reduction of 12.5%.

Conclusion

Impacts would be less than significant.

c. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

As further detailed below, based on the Project site plan review and design assumptions, the Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and no significant impact would occur.

Vehicles

Vehicular access to the parking facilities would be provided via driveways along Lankershim Boulevard, a designated Boulevard II, and Strathern Street, a designated Avenue II. The driveway on Strathern Street would provide access to the residential uses, while the driveway on Lankershim Boulevard would provide access to both the residential and commercial uses on-site. In addition, the pharmacy drive-through would be accessed via a separate driveway along Lankershim Boulevard. All driveways would be designed in accordance with City standards.

The driveway on Strathern Street would provide full access and accommodate both left- and rightturn ingress and egress maneuvers. Given the adjacency to existing intersections and the level of adjacent street traffic, the commercial/residential and pharmacy drive-through driveways on Lankershim Boulevard would provide limited access and accommodate right-turn only ingress and egress maneuvers to minimize potential vehicular conflicts along Lankershim Boulevard. The driveways would also be located more than 250 feet apart to minimize vehicular conflicts between the two driveways. The pharmacy drive-through would be designed to minimize queuing and limit spillover on the adjacent street system. In addition, all truck loading and unloading activity would occur on-site, and no vehicles would reverse into the Project Site from the public right-of-way.

Therefore, as detailed above, the vehicular access and internal circulation plan for the Project would be designed to minimize vehicular conflicts, and safety impacts to the abutting street system are not anticipated.

Pedestrians & Bicycles

Bicycle and pedestrian access to the commercial uses would be provided via pedestrian entrances along Lankershim Boulevard and residential access would be provided via residential lobbies along Lankershim Boulevard and Strathern Street. Both Lankershim Boulevard and Strathern Street have been identified as part of Vision Zero's High Injury Network and the Mobility Plan's Pedestrian Enhanced Network. The Project would improve pedestrian facilities adjacent to the Project Site, as well as throughout the Project area as part of the Project mitigation program's mobility improvements, which include the installation of continental crosswalks and the installation/maintenance of sidewalks. In addition, the driveways would be designed to provide safe pedestrian crossings, as well as adequate pedestrian flow between driveways along Lankershim Boulevard.

The driveways would cross the existing bicycle lane on Lankershim Boulevard, which carries fewer than 10 bicyclists during each peak hour. Therefore, given the limited access and minimal bicycle traffic, the driveway would not pose a safety hazard to bicyclists.

Conclusion

Impacts would be less than significant.

c. Result in inadequate emergency access?

Construction

Construction activity would add traffic to the local and regional transportation systems through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site.

Excavating and Grading Phase

It is anticipated that the peak period of truck activity during construction would occur during excavation and grading of the Project Site. Based on projections approximately 89,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a 40-workday period.

Based on estimates from the Applicant, this period would require up to 139 haul trucks per day. It is also anticipated that up to 55 vendor trucks would arrive to the Project Site per day during the excavation and grading phase. Thus, up to 388 daily truck trips (194 inbound, 194 outbound) are forecast to occur during the excavation and grading period, or approximately 66 trips per hour (33 inbound, 33 outbound) if occurring uniformly over a typical six-hour haul period within the typical construction activity hours of 7:00 AM and 3:00 PM. Transportation Research Circular No. 212 defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Assuming a PCE factor of 2.0, the 388 truck trips would be equivalent to 776 daily PCE trips. The 66 hourly truck trips would be equivalent to 132 PCE trips (66 inbound, 66 outbound) per hour.

It is also anticipated that 14 construction worker vehicles would arrive and depart from the Project Site each day. Therefore, the 14 construction workers vehicles would result in a total of 28 construction worker vehicle trips that would arrive and depart from the Project Site each day.

With the implementation of the Construction Management Plan, included as PDF TRAF-4 it is anticipated that haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours where feasible. In addition, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

Building Construction Phase

According to projections, the number of daily trips associated with the construction workers is approximately 85 construction worker vehicles would be on-site per day during the building construction phase. Therefore, the estimated number of daily trips associated with the construction workers is approximately 170 (85 inbound and 85 outbound trips), but nearly all of those trips would occur outside of the peak hours. As such, the building construction phase is not expected to result in a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured on-site. Workers will be restricted from parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site.

As part of the Project, a detailed Construction Management Plan, included as PDF TRAF-4, would be provided. The Construction Management Plan would include a prohibition on constructionrelated vehicles/equipment parking on surrounding public streets, safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, installation of appropriate traffic signs around the Project Site, spacing of trucks so as to discourage a convoy effect, identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities, and other measures. The Construction Management Plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

Project Design Feature

PDF TRAF-4: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.

- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.
- Identification of a construction manager and provision of 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.

The Project Site is located in urban area that is well served by a roadway network. Long-term emergency access would continue to be provided with development of the Project. The Project driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for residents, employees, and patrons. The Project site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department.

As detailed in the TIS, construction activities are expected to be primarily contained within the Project Site boundaries. Encroachments into the public right-of-way (e.g., sidewalks) adjacent to the Project Site along Strathern Street are anticipated during the one-month period of street dedication improvements. Travel lanes would be maintained on both Lankershim Boulevard and Strathern Street throughout the construction period and emergency access would not be impeded.

Conclusion

Project impacts related to emergency access would be less than significant and no mitigation would be required.

California Department of Transportation (Caltrans) Analysis

Recently, LADOT issued Interim Guidance for Freeway Safety Analysis (LADOT, May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

Methodology

The City Freeway Guidance relates to the identification of potential safety impacts at freeway offramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

- 1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.
- 2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
- 3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 miles per hour.

Should a significant impact be identified, mitigation measures to be considered include TDM strategies to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

Analysis

As determined in the screening evaluation prepared as part of the MOU and detailed in the TIS, the Project would not add 25 or more peak hour trips to any freeway off-ramp locations. Therefore, no further Caltrans freeway off-ramp queuing analysis is required. Furthermore, the Project would not result in a significant safety impact, and no corrective measures at any freeway off-ramps would be required.

Conclusion

The Project is consistent with the City's plans, programs, ordinances, and policies and would not generate any VMT, geometric design hazard, or emergency access impacts. Therefore, the Project would not result in a significant and unavoidable CEQA impact. In addition, the Project would not result in a significant safety impact on any Caltrans freeway off-ramp facilities.

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Cumulative Impacts: Transportation

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby related projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.25 miles of the Project Site and any transportation system improvements in the vicinity. The TIS considered Related Projects located within a 1.5-mile radius of the Project Site.

None of the related projects identified in the TIS are located within 0.25 miles of the Project Site. Nevertheless, each of the related projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Collectively, the Project and the related projects add high-density development in a major commercial area with high-quality transit options and high levels of pedestrian activity. Therefore, the Project, together with the related projects identified in the TIS, would neither create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

The related projects would have a cumulative VMT impact if it were deemed inconsistent with The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (Southern California Association of Governments, April 2016) (RTP / SCS), the regional plan to reach state air quality and greenhouse gas reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact by applying an efficiency-based impact threshold (i.e., using the City's methodology described above), would be in alignment with the RTP/SCS and, therefore, would not result in a cumulative VMT impact. Therefore, based on the conclusions above, the Project would not result in a significant cumulative VMT impact.

In addition, the Project is located within a Transit Priority Area as defined by the City and a High-Quality Transit Area as defined by the RTP/SCS. The Project's specific location in close proximity to high-quality transit and other off-site retail, restaurant, commercial, and residential areas, along with its highly walkable environment, support the conclusion that the Project would achieve a VMT reduction greater than the average for the area, as concluded in the Project VMT analysis provided above.

None of the related projects provide access along the same block as the Project. Thus, cumulative impacts related to increasing hazards due to a geometric design feature or incompatible use related would be less than significant

Any driveway and/or circulation modifications proposed within or adjacent to the related projects would meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Cumulative impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity) are typically considered adverse in the short-term, but not a significant impact.

Each related project would be required to comply with City requirements regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls

and safety procedures, as part of a Construction Management Plan, to reduce potential traffic impacts during construction. As detailed in the TIS, cumulative traffic impacts, with consideration of trips generated by the Related Projects, would be less than significant with implementation of the Project's mitigation program. Also, pursuant to California Vehicle Code Section 21806, emergency vehicles are generally able to avoid traffic congestion in the event of an emergency by using sirens to clear a path of travel or by driving in the lanes of opposing traffic.

Therefore, the Project and the Related Projects would not result in a significant impact to emergency access, and the cumulative impacts would be considered less than significant.

Conclusion

Cumulative traffic and transit impacts would be less than significant.

6.18 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)?
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. ICF contacted the Native American Heritage Commission (NAHC) on March 22, 2019, to request a search of the Sacred Lands File. The Sacred Lands File contains records of sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted again on April 8, 2019. The NAHC responded, saying that the search request had been received and was being processed. The NAHC was contacted for a third time on April 25, 2019. The NAHC responded on April 30, 2019, indicating that the search of its Sacred Lands File yielded negative results.

In accordance with AB 52 and PRC Section 21080.3.1, the Los Angeles Department of City Planning contacted Native American groups. On March 18, 2019, the City sent consultation letters to 10 Native American tribal representatives. In addition, coordination was initiated with the NAHC in connection with the Project on March 22, 2019. On the recommendation of the NAHC, on May 6, 2019, the Los Angeles Department of City Planning sent letters to 10 other Native American

contacts, classified by the NAHC as potential sources of information. The letters advised the tribes and specific individuals identified about the Project and its geographic area and requested information regarding cultural resources within the study area as well as feedback or concerns related to the Project.

On March 18, 2019 and May 6, 2019, City of Los Angeles Department of City Planning issued two letters in conformance with the tribal consultation requirements of Assembly Bill (AB) 52. The letters were to inform the tribes that the Department is reviewing the Project that they have a right to consult on the Project prior to the release of any environmental document.

On March 22, 2019, the Gabrielino Band of Mission Indians – Kizh Nation requested consultation. On April 15, 2019, the Fernandeno Tataviam Band of Mission Indians (FTBMI) requested consultation.

City of Los Angeles Department of City Planning initiated consultation with both tribes and made them aware of the Records Search Results (Records Search File No. 20232.6204) and the Vertebrate Paleontology Records for the site as indicated in documents dated May 6, 2019 and May 16, 2019. On June 5, 2019, the City of Los Angeles Department of City Planning initiated consultation over the phone with the Gabrielino Band of Mission Indians – Kizh Nation. On June 20, 2019, the City of Los Angeles Department of City Planning initiated consultation over the phone with the FTBMI. Both tribes requested information regarding grading and impacts to soils and indicated they would get back to the Department with final comments. On August 12, 2019, the City of Los Angeles closed consultation with both tribes and mailed a letter which concluded that mutual agreement could not be reached for purposes of AB 52. Based upon the record, the City determined that no substantial evidence exists to support a conclusion that the Project may cause a significant impact on tribal cultural resources. Therefore, the City has no basis under CEQA to impose any related mitigation measures.

Name and Title	Tribe	Contact Details	Results
Jairo F. Avila, M.A., RPA, tribal historic and cultural preservation officer	Fernandeño Tataviam Band of Mission Indians	Contacted by mail on March 18, 2019. Responded on April 15, 2019.	Mr. Avila requested tribal consultation regarding the Project.
Charles Alvarez, co-chairperson	Gabrielino/Tongva Tribe	Contacted by mail on March 18, 2019.	No response
Robert F. Dorame, tribal chair	Gabrielino/Tongva Indians of California	Contacted by mail on March 18, 2019.	No response
Sam Dunlap, cultural resources director	Gabrielino/Tongva Nation	Contacted by mail on March 18, 2019.	No response
Sandonne Goad, chairperson	Gabrielino/Tongva Nation	Contacted by mail on March 18, 2019.	No response

TABLE 6-43 SUMMARY OF AB 52 CONSULTATION

Name and Title	Tribe	Contact Details	Results
Anthony Morales, chairperson	Gabrieleno/Tongva San Gabriel Band of Mission Indians	Contacted by mail on March 18, 2019.	No response
Joseph Ontiveros, cultural resource director	Soboba Band of Luiseno Indians	Contacted by mail on March 18, 2019.	No response
Andrew Salas, chairperson	Gabrieleño Band of Mission Indians-Kizh Nation	Contacted by mail on March 18, 2019. Responded on March 22, 2019.	Mr. Salas replied by letter, indicating that the tribe would like to consult with the City to avoid the potential risk to tribal resources.
John Valenzuela, chairperson	San Fernando Band of Mission Indians	Contacted by mail on March 18, 2019.	No response
Michael Mirelez, cultural resource coordinator	Torres Martinez Desert Cahuilla Indians	Contacted by mail on March 18, 2019.	No response
Julie Tumamait-Stennslie, chairperson	Barbareno/Ventureno Band of Mission Indians	Contacted by mail on May 6, 2019.	No response
Charles Alvarez, co-chairperson	Gabrielino/Tongva Tribe	Contacted by mail on May 6, 2019.	No response
Julio Quair, chairperson	Chumash Council of Bakersfield	Contacted by mail on May 6, 2019.	No response
Fred Collins, spokesperson	Northern Chumash Tribal Council	Contacted by mail on May 6, 2019.	No response
Gino Altamirano, chairperson	Coastal Band of the Chumash Nation	Contacted by mail on May 6, 2019.	No response
Mark Vigil, chief	San Luis Obispo County Chumash Council	Contacted by mail on May 6, 2019.	No response
Rudy Ortega, tribal president	Fernandeno Tataviam Band of Mission Indians	Contacted by mail on May 6, 2019.	No response
Kenneth Kahn, chairperson	Santa Ynez Band of Chumash Indians	Contacted by mail on May 6, 2019.	No response
Robert Dorame, chairperson	Gabrielino/Tongva Indians of California Tribal Council	Contacted by mail on May 6, 2019.	No response
Mona Tucker, chairperson	yak tit ^Y u yak tiłhini Northern Chumash Tribe	Contacted by mail on May 6, 2019.	No response

Conclusion

Impacts would be less than significant and no mitigation is required.

Cumulative Impacts: Tribal Cultural Resources

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. Many of the cumulative projects identified would require redevelopment of properties in urban areas that are currently developed and have been previously disturbed, and the potential to encounter and cause a significant impact on tribal cultural resources is diminished. The City would require the applicants of each of the related projects to assess, determine, and mitigate any potential impacts related to tribal cultural resources that could occur as a result of development, as necessary. As discussed previously, through compliance with existing laws, including AB 52, and the City's conditions of approval, project impacts associated with tribal cultural resources would be less than significant. However, the occurrence of these impacts would be limited to the Project Site and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the Project would not contribute to any potential cultural resources.

Conclusion

Cumulative impacts related to tribal cultural resources would be less than significant.

6.19 Utilities and Service Systems

The following impact analysis pertaining to utilities and service systems includes information contained in the Sewer Capacity Availability Report (SCAR) processed by the City of Los Angeles Bureau of Engineering on August 14, 2019, the Service Advisory Request (SAR) from the City of Los Angeles dated March 11, 2019, and the description of existing and proposed topography/drainage and infrastructure for the Project Site prepared by Zeitouny & Associates. These are included in Appendix G of this SCEA.

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Water

Less Than Significant Impact. The facilities required to serve the Project Site include the large distribution system operated by the LADWP as well local infrastructure to meet the needs of the Project Site. As discussed under Item 6.19.b, below, LADWP can provide the needed water from its existing system pursuant of the provisions in the City of Los Angeles Urban Water Management Plan (UWMP) 2015. Therefore, LADWP would not require added facilities to meet the demand from the Project.

Regarding the local infrastructure, the Project consists of a mixed-use development that includes commercial and residential uses. Based on the Service Advisory Request (SAR), LADWP would provide the Project with domestic and fire water supplies. The LADWP's SAR reports that the 12-inch water main line in Lankershim Boulevard has a maximum pressure of 160 psi. Two existing fire hydrants are located near the Project Site. One fire hydrant is located at the corner of Blythe Street and Lankershim Boulevard across from the Project Site. A second fire hydrant is located on Strathern Street, north of the Project Site. According to the LAFD, the required fire-flow that would serve the project is at 6,000 to 9,000 gallons per minute (GMP) from four to six fire hydrants flowing simultaneously. The proposed sizes and locations for the domestic water and fire water points of connection would be determined by the Plumbing engineer and Fire Sprinkler engineer, respectively, during design. The locations of the fire department connection would be determined based on feedback from the City of Los Angeles Fire Department. LADWP would be coordinated with accordingly based on the final location of both domestic water and fire water points of connection.

Based on the results provided by the LADWP within the SARs dated March 11, 2019, (Appendix G), the existing water main line would have sufficient capacity to serve the Project's or 95.9 acre-feet per year (afy) demand. Therefore, there would be adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Project and the Project would not require the relocation or construction of new or expanded water facilities.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

Wastewater

Less Than Significant Impact. Wastewater in the City is collected and conveyed by three separate sanitary sewer systems owned and operated by the Los Angeles Department of Public Works, Bureau of Sanitation. These systems convey wastewater via approximately 6,439 miles of gravity mains, 33 miles of force mains, and 46 pumping plants. Currently, an average wastewater flow rate of approximately 272 million gallons per day (MGD) is generated in the entire City's sewer system. The largest of these, the Hyperion Sanitary Sewer System, encompasses the majority of the City. The Hyperion Sanitary Sewer System is a network of approximately 6,043 miles of gravity-fed sewer laterals and mains, pressurized mains, pump stations, treatment plants, and outfalls in the Pacific Ocean. Correspondence with LAFD, December 2019, Ralph M. Terrazas, Fire Chief. December 19, 2019.⁹⁷ Wastewater generated within the North Hollywood area, including from the Project Site, is conveyed through the Hyperion Sanitary Sewer System and treated at the Hyperion Water Reclamation Plan (HWRP).

As noted in the City of Los Angeles Department of Public Works, Sewer System Management Plan dated January 25, 2019, the City's sewer collection system has sufficient capacity to handle peak

⁹⁷ City of Los Angeles Department of Public Works, Sewer System Management Plan, January 25, 2019 https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf Accessed August 27, 2019.

dry-weather flows. Beginning in December 2011, California began experiencing the longest duration of drought on record. The drought has led to increased water conservation measures throughout the City over the past seven years. This has led to significant reductions in wastewater flows conveyed by the City's collection system. As such, wastewater flow at Hyperion went from approximately 350 million gallons per day (mgd) in 2008 to 260 mgd average daily flow in 2018.

Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.⁹⁹ Accordingly, there is a residual daily flow capacity of 190 mgd.

Through hydraulic condition assessment, population forecast, and modeling, the City identifies the current sewer capacity needs and predicts future requirements and develops capital improvement projects to address them. Flow gauging data is recorded in a computer-based network database, analyzed, and displayed in GIS map overlays, tables and other forms for evaluation and decision-making. When the peak flow in a sewer reaches a predetermined level, it triggers a planning study that is initiated in time to ensure that additional capacity is provided to meet future demands before the sewer d/D (ratio of flow depth to pipe diameter) reaches 0.75 in conformance with the City's Sewer Design Manual criteria. ¹⁰⁰

The existing public sanitary sewer main lines near the Project Site are maintained by the City of Los Angeles Department of Public Works, Bureau of Sanitation. Two existing main lines exist near the Project Site including an 8-inch vitrified clay pipe (VCP) running in North Lankershim Boulevard running north to south and an 8-inch VCP in Strathern Street running west to east.

Construction

Construction of the Project would include all connections necessary to adequately link the Project to the existing City sewer system. The necessary improvements would be verified through the permit approval process of obtaining a sewer capacity and connection permit from the City. Construction-related impacts would be temporary and within the scope of the impacts evaluated in this SCEA.

During Project construction, a negligible amount of wastewater would also be generated by construction workers using portable toilets provided at the Project Site. These portable toilets would

⁹⁸ City of Los Angeles Department of Public Works, Sewer System Management Plan, January 25, 2019 https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf Accessed August 27, 2019.

⁹⁹ https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrlstate=and9syb5r_447&_afrLoop=8112403632203108&_afrWindowMode=0&_afrWindowId=cb2tntkfa#!%40%40 %3F_afrWindowId%3Dcb2tntkfa%26_afrLoop%3D8112403632203108%26_afrWindowMode%3D0%26_adf.ctrl -state%3Dand9syb5r_451 August 27, 2019

¹⁰⁰ City of Los Angeles Department of Public Works, Sewer System Management Plan, January 25, 2019 https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf Accessed August 27, 2019.

be provided by a private company and the waste would be disposed off-site. Wastewater generation from construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, the City's sewer's capacity would become constrained. Additionally, construction is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled collection of the Hyperion Treatment Plant (HTP). As such, impacts would be less than significant and no mitigation measures are required.

Operations

As shown in Table 6-44, *Estimated Wastewater Generation*, implementation of the Project would generate approximately 72,220 gallons per day (gpd). Netting out the estimated existing wastewater generated on the Project Site, the Project would generate 71,353 gpd beyond existing conditions, or 0.059 mgd.

Land Use	Sewage Generation Rate	Quantity	Total Generation
Existing Uses ^a			
Existing Office	150/1000 gpd/sf	1,600	240 gpd
Existing Commercial	80/1000 gpd/sf	7,830	626.6 gpd
Total Existing			866.6 gpd
New Uses (Project) ^b			
Residential Apartment – One Bedroom	110 gpd/du	72 du	7,920 gpd
Residential Apartment – Two Bedroom	150 gpd/du	180 du	27,000 gpd
Residential Apartment – Three Bedroom	190 gpd/du	180 du	34,200 gpd
Retail Uses	50 gpd/sf	14,000 sf	700 gpd
Restaurant: Full service indoor seat	30 gpd/seat	80 seats	2,400 gpd
		Total New	72,220 gpd
Project – Existing Uses		Total Net	71,353 gpd

 TABLE 6-44

 ESTIMATED WASTEWATER GENERATION

Notes:

gpd = gallons per day; du = dwelling unit; sf = square feet Sources:

^a: City of Los Angeles Sewer Generation Factors, Exhibit M2-12, City of LA CEQA Threshold Guide. 2006 ^b Sewer Capacity Availability Report (SCAR) processed by the City of Los Angeles Bureau of Engineering on August 14, 2010

August 14, 2019

Given the current remaining 190 mgd daily flow capacity of the HWRP, the HWRP would have ample capacity to treat the Project's wastewater generation, at 0.059 mgd, which would account for a less than one percent increase in demand at the HWRP. As concluded in the SCAR (Appendix G) conclusions and given existing and anticipated future capacity at the wastewater treatment facilities, the Los Angeles Department of Public Works, Bureau of Sanitation would have adequate capacity to serve the Project, and the Project would not require the relocation or construction of new or expanded wastewater facilities.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

Stormwater

Less Than Significant Impact. The existing Project Site is 4.7 percent impervious and the Project would have an impervious area percentage of 20 percent, which represents an increase of 15.3 percent from existing conditions. As discussed in Item 6.10, *Hydrology and Water Quality* above, the Project would be designed to comply with the City of Los Angeles's LID design standard. The proposed stormwater BMPs would include development of a dry well for stormwater runoff. Project construction would comply with applicable NPDES and City requirements including those requiring the preparation of a Project-specific SWPPP. Pursuant to the City's LID Ordinance, the Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. As described earlier, proposed stormwater BMPs would include development of a dry well for stormwater development of a dry well for stormwater stormwater BMPs would include development of a dry well for stormwater stormwater between the City's BMPs. As described earlier, proposed stormwater BMPs would include development of a dry well for stormwater runoff that would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards.

Drainage structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves Municipal Separate Storm Sewer Systems (MS4) plans prior to construction. Any proposed increases in discharge directly into County facilities, or proposed improvements of County-owned MS4 facilities, such as catch basins and drainage lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

Environmental impacts associated with the development of the Project, including on-site drainage facilities, have been evaluated throughout this SCEA. As concluded herein, all potentially significant impacts associated with development of the Project, including on-site stormwater drainage facilities would be less than significant. Therefore, the Project would not require the relocation or construction of new or expanded stormwater facilities.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

Electricity

Less Than Significant Impact. As discussed in Section 6.6, *Energy*, there would be electrical usage from a variety of sources including electricity associated with the residential and commercial uses on-site, and off-site water treatment and distribution. Electricity transmission for the Project Site is provided by LADWP which serves approximately 3.8 million people and is the nation's

largest municipal electric utility.¹⁰¹ As discussed in Section 6.6, *Energy*, LADWP is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability. LADWP's September 2017 forecast indicates that its total energy sales in the 2023-2024 fiscal year (the Project's opening year) will be 23,033 gigawatt hours (GWh).¹⁰² LADWP continues to increase the use of renewable energy to meet customer needs, and has a goal to meet 33 percent renewable energy in December 2020 and 60 percent by December 2030 utilizing wind, solar, geothermal, and biomass energy sources.

As discussed in Section 6.6, *Energy*, when compared to the LADWP's projected sales in 2023 of 23,003 GWh per year, the Project's electricity demand would represent approximately 0.015 percent of total demand. This amount is negligible and is within the anticipated service capabilities of LADWP. The estimated power requirements for the Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

As discussed above, the Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Project would also be required to comply with the L.A. Green Building Code, which incorporates by reference the CALGreen Code. The L.A. Green Building Code, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. To comply, the Project would include energy conservation features. Specifically, the residential units would include energy efficient lighting fixtures, ENERGY STAR-rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems. The Applicant is also proposing to install solar panels on the roof level. Thus, the Project would incorporate energy conservation features. Additionally, LADWP would confirm the availability of electric service for the Project.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

Natural Gas

Less Than Significant Impact. As discussed in Section 6.6, *Energy*, natural gas for the Project Site is provided by Southern California Gas Company (SCG). According to the 2019 California Gas Report Supplement, the annual gas supply delivered by SCG in 2018 was 2,342 million cubic

¹⁰¹ Los Angeles Department of Water & Power (LADWP) (2017), Power Strategic Long-Term Resource Plan. Available at https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-

doc;jsessionid=mGT9dXPJdnB5n24XLvSIG1pNTrJ0FHXGFpRNlsH16NF4gcLnZWyf!-1249535111?_adf.ctrlstate=d7jp385ep_4&_afrLoop=70435002221502&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindo wId%3Dnull%26_afrLoop%3D70435002221502%26_afrWindowMode%3D0%26_adf.ctrlstate%3Du7exxlb3u_4. Accessed August 15, 2019.

¹⁰² Ibid., Appendix A, pg. 34

feet (MMcf)/day.¹⁰³ The demand for total natural gas is expected to decrease at an annual rate of 0.74 percent per year from 2018 to 2035.¹⁰⁴ This decrease is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and decreasing, the SCG's projection for natural gas also decreases. As shown in Table 6-11, the natural gas consumption as a result of the operation of the Project would be approximately 6,611,610 kbtu per year, which translates into approximately 6.5 MMcf per year or 0.02 MMcf per day. Based on their 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 MMcf per day in 2023 (the Project's opening year).¹⁰⁵ Thus, the Project's annual natural gas consumption would represent 0.0005 percent of the 2023 forecasted capacity in SCG's planning area.

As discussed above, the Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Project would also be required to comply with the L.A. Green Building Code, which has been effective as of January 1, 2017. The L.A. Green Building Code requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Project's energy consumption. Therefore, the development of the Project would not cause wasteful, inefficient or unnecessary consumption of natural gas.

Conclusion

Impacts would be less than significant and no mitigation measures are required.

Telecommunications

No Impact. There are no cellular towers or telecommunication infrastructure on or adjacent to the Project Site. There are no cellular towers proposed by the Project. The Project would not result in the relocation or expansion of telecommunication facilities.¹⁰⁶

Conclusion

Impacts would be less than significant and no mitigation measures are required.

¹⁰³ California Gas and Electric Utilities, 2019, pg. 26, https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf, Accessed August 16, 2019

¹⁰⁴ California Gas and Electric Utilities, 2018 California Gas Report, pg. 66, https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, Accessed August 16, 2019.

¹⁰⁵ California Gas and Electric Utilities, 2018 California Gas Report, 2018, p. 103. Available at:

https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed August 2019. ¹⁰⁶ Zeitouny & Associates, September 19, 2019

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. As stated above, based on the Project's estimated net wastewater generation (71,353 gpd), the Project would generate a net water demand of approximately 85,624 gpd, or 95.9 acre-feet per year (afy), without accounting for regulatory water conservation features beyond the reductions embedded in the wastewater generation rates used for calculating the demand.¹⁰⁷ The Project would be designed to meet Cal Green and Title 24 Building Standards Code (CALGreen Code). The Project would emphasize water conservation, which would be achieved through the use of energy star appliances, and low flow plumbing fixtures. With implementation of additional water conservation measures per regulatory requirements, and the Project's water conservation features, the Project's actual water demand would be less than the amount stated above. Compliance with water conservation measures required by State and City green regulations would reduce this estimated projected water demand.

The Metropolitan Water District's (MWD) 2015 Regional UWMP (RUWMP) addresses the future of MWD's water supplies and demand through the year 2040. Evaluations are prepared for average year conditions, single-dry-year conditions, and multiple-dry-year conditions. The analysis for multiple-dry-year conditions (i.e., under the most challenging weather conditions such as drought and service interruptions caused by natural disasters) is presented in Table 2-4 of the 2015 UWMP. The analysis in the 2015 RUWMP concluded that reliable water resources would be available to continuously meet demand through 2040. In the 2015 RUWMP, the projected 2040 demand water is 2,201,000 afy, whereas the expected and projected 2040 supply is 2,941,000 afy based on current programs, and an additional 398,000 afy is expected to become available under programs under development for a potential surplus in 2040 of 1,138,000 afy.

According to the reliability data in the City of Los Angeles UWMP 2015, the most recent plan available, LADWP has sufficient supply to meet a total water demand of 675,700 afy by the year 2040. LADWP has programs to reduce the demand to 565,600 afy by 2040, a difference of 110,100 afy. To meet the reduced target, LADWP will reduce water consumption through conservation, increased recycled water use (including both non-potable and indirect potable reuse), and reduced reliance on imported water.¹⁰⁸

The UWMP is based on SCAG growth projections and takes into account all expected regional growth. As indicated in the discussion in Item 6.14, *Population and Housing*, the Project's contributions to growth fall within the range of growth accounted for in the SCAG projections that are used for future planning activities and provision of services. The projections are revised at four

¹⁰⁷ The water demand would be consistent with the estimated net wastewater generation of the Project per Table 6-51, *Estimated Wastewater Generation*. To be conservative, 20 percent was added to this figure (to account for outdoor water use).

¹⁰⁸ City of Los Angeles Department of Water & Power Urban Water Management Plan 2015, page ES-20. https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-sosuwmp;jsessionid=5LbPb84T8L1NqjtC1gPPJ4zTdy8pH9v2jhSzXRdFNgq0yn2BlwRy!-1475618025?_afrLoop=524836082942912&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId% 3Dnull%26_afrLoop%3D524836082942912%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dxwvtybgj_4.

year intervals so as to stay current with current growth trends and changes in land use activity. Changes to planning and zoning designations can be incorporated in a timely fashion so long as the resulting growth does not exceed the growth projections. The UWMP is updated at regular five year cycles and includes programs to meet the supply requirements.

The Project would result in an estimated net water demand of approximately 95.9 afy when fully occupied. The Project's increase in water demand would fall within the available and projected water supplies reported in the 2015 UWMP for the City for 2040 (675,700 afy) and would constitute less than 0.01 percent of the City's projected 2040 water supply.

Conclusion

As there would be sufficient water supplies available to serve the Project, impacts regarding water supply would be less than significant, and no mitigation measures are required.

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

Less Than Significant Impact. As stated in Item 6.19.b, operation of the Project would result in a net wastewater generation of approximately 71,353 gpd. Given the current capacity of the HTP, the HTP would have ample capacity to serve the Project's wastewater generation, and as concluded in the SCAR (Appendix G), the Los Angeles Department of Public Works, Bureau of Sanitation would have adequate capacity to serve the Project.

Conclusion

The Project would have a less than significant impact with respect to wastewater treatment capacity and no mitigation measures are required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the City of Los Angeles involves both public and private refuse collection services, as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The City of Los Angeles Bureau of Sanitation (BOS) is responsible for developing strategies to manage solid waste generation and disposal in the City of Los Angeles. The BOS collects solid waste generated primarily by single-family dwellings, small multifamily dwellings, and public facilities. Private hauling companies collect solid waste generated primarily from large multifamily residential, commercial, and industrial properties. The City of Los Angeles does not own or operate any landfill facilities, and the majority of its solid waste is disposed of at County landfills.

In 2017, the total amount of solid waste (including an import amount of 140,105 tons) disposed of at in-county Class III (nonhazardous solid waste) landfills, transformation facilities, and out-of-County landfills was approximately 10.5 million tons.

The remaining disposal capacity for the County's Class III (nonhazardous solid waste) landfills is estimated at approximately 167 million tons as of December 2017, the most recent data available.¹⁰⁹ Waste from the City of Los Angeles is disposed of primarily at the Sunshine Canyon and Chiquita landfill sites. Of the 167 million tons of remaining capacity within the County, 68 million tons, or approximately 40 percent, is located at the Sunshine Canyon landfill, which has a remaining life of 20 years. In addition to in-County landfills, out-of-County disposal facilities are also available to the City of Los Angeles.

As discussed in County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan: 2017Annual Report, a shortfall in solid waste disposal capacity within the County is not anticipated to occur within the next 15 years under current conditions. The County anticipates that future disposal needs over the next 15 years can be adequately met through increased waste reduction and diversion efforts, development of alternative technologies, exportation of waste to out-of-County facilities, the Waste-by-Rail system to Mesquite Regional Landfill, in Imperial County, and if found to be environmentally sound and technically feasible, the expansion of in-County Class III landfill capacity.¹¹⁰

The City's Solid Waste Integrated Resources Plan (SWIRP), most commonly known as the City's Zero Waste Plan, provides a long-term plan through 2030 for the City of Los Angeles's solid waste programs, policies and environmental infrastructure. The SWIRP aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025. This targeted diversion rate would be implemented through an enhancement of existing policies and programs such as implementing additional downstream programs (e.g. adding textiles to the blue bin recycling program; adding food scraps to the green bin recycling program; and requiring private solid waste collection service to provide access to multifamily and commercial customers); implementation of mandatory participation programs for residential, government, commercial, industrial, and institutional users; requiring transfer stations and landfills to provide resource recovery centers; and increased diversion requirements at C&D facilities pursuant to new policies and programs, and the development of future recycling facilities.¹¹¹

As shown in Table 6-45, *Projected Solid Waste Generated During Operation*, based on solid waste generation factors from the California Integrated Waste Management Board (CIWMB), the Project

¹⁰⁹ County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan: 2017 Annual Report. April 2019. Appendix E-2, https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF

¹¹⁰ County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan: 2017 Annual Report. April 2019

Solid Waste Integrated Resources Plan, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_adf.ctrl-stata=and@sub5r_597&_aftLoon=8114843230403593&_aftWindowMode=0&_aftWindowId=null#194409640963E

state=and9syb5r_597&_afrLoop=8114843230493593&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F _afrWindowId%3Dnull%26_afrLoop%3D8114843230493593%26_afrWindowMode%3D0%26_adf.ctrlstate%3Dand9syb5r_601 Accessed August 27, 2019.

could generate a net of approximately 1,787.4lbs/day (0.893tons/day or 326 tons/year) of solid waste beyond existing conditions. The Project's 0.893 tons/day could be accommodated by the County's available regional landfills, and as discussed above, waste generated by the Project would be subject to State and local recycling and waste diversion strategies and policies including the City's SWIRP goal of achieving a 90 percent solid waste diversion rate by 2025.

Land Uses	Quantity	Factor ^a	Solid Waste Generated (Ibs/day)	Solid Waste Generated (tons/day)	Solid Waste Generated (tons/year)
Existing Land Us	es				
Office	1,600	0.006 lbs/sf/day	9.6	0.0048	1.72
Commercial	7,830	0.006 lbs/sf/day	46.98	0.024	8.76
		Total	56.6	0.029	10.5
Proposed Land L	lses				
Residential	432 du	4 lbs/du/day	1,728	0.864	315.36
Restaurant	14,000 sf	0.005 lbs/sf/day	70	0.035	12.78
Commercial	8,000 sf	0.006 lbs/sf/day	46	0.023	8.39
		Total	1,844	0.922	336.53
Net Increase (Existing/Proposed)			1,787.4	0.893	326

TABLE 6-45
PROJECTED SOLID WASTE GENERATED DURING OPERATION

Source: ICF 2019

du = dwelling unit; lbs = pounds; sf = square feet

Generation factors provided by the CalRecycle website, refer to Estimated Solid Waste Generation Rates.

https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Accessed September 2019.

Project construction would include the demolition of approximately 11,030 sf of existing buildings; the export of approximately 89,000 cy of excavated soil (associated with excavation for the new building foundation and subterranean parking); and new construction totaling approximately 678,328 sf. These activities would generate demolition-, excavation-, and construction-related waste including, but not limited to, soil, asphalt, wood, paper, glass, plastic, metals, and cardboard that would be disposed of in one of the County's inert debris engineered fill operations that are located throughout Los Angeles County, such as Sunshine Canyon landfill, Chiquita landfill, and Azusa Land Reclamation inert landfill.

Construction and demolition (C&D) materials would be conveyed pursuant to the City's Waste Hauler Permit Program (Ordinance 181519), effective January 1, 2011. Under this Ordinance, all private waste haulers collecting solid waste within the City, including C&D waste, are required to obtain AB 939 Compliance Permits and to transport C&D waste to City certified C&D processing facilities. These facilities process received materials for reuse and have recycling rates that vary from 70 percent to 94 percent. Therefore, the Project would not cause any significant impacts from generating solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The waste generated by the Project would be incorporated into the waste stream of the City, but the City's diversion rates would not be substantially altered as a result. The Project does not include any component that would conflict with State or local laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. Thus, the Project would result in less-than-significant impacts regarding compliance with management and reduction statutes and regulations related to solid waste.

Conclusion

Based on the factors discussed above, the Project would result in less than significant impacts regarding solid waste and no mitigation measures are required.

Cumulative Impacts: Utilities and Service Systems

Water Supply

All of the related projects are subject to City review to assure that the existing public utility facilities would be adequate to meet the domestic water and fire water demands of each project. Developers are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval by LADWP and LAFD, with funding by the developers. Required improvements by related projects, if they should occur, would be limited to minor, local improvements. Such improvements require only minor construction with very limited short-term construction impacts on traffic and perhaps noise. As noted above, the Project would not require improvements to local mainlines. Moreover, as the Project would not require the construction of any off-site water infrastructure because its projected demand can be met by existing facilities.

LADWP, as a public water service provider, is required to prepare and periodically update an UWMP to plan and provide for water supplies to serve existing and projected demands within its jurisdiction. The UWMP prepared by LADWP is based on the growth projections that are provided in the SCAG RTP/SCS, which is updated on 4-year cycles to account for changes in growth rates, and which accounts for existing development within the City, as well as projected growth anticipated to occur through redevelopment of existing uses and development of new uses. Each of the related projects is required to be consistent with the SCAG RTP/SCS projections in order to be accounted for in LADWP's UWMP current and projected available water demand. Should the related projects be accounted for in LADWP's UWMP, no significant cumulative water supply impact is anticipated from cumulative development. Additionally, under the provisions of SB 610, LADWP is required to prepare a comprehensive Water Supply Assessment for every new development "project" (as defined by California Water Code Section 10912) within its service area. These contribute to ongoing evaluations to ensure facilities are adequate, and require infrastructure system improvements.

As discussed above, the Project's net demand on water supplies would fall within the available and projected water supplies projected in LADWP's UWMP. Related projects would be required to provide local connections subject to review for service availability, subject to LADWP water system rules and requirements.

Conclusion

The Project's contribution to cumulative impacts on water supply would not be cumulatively considerable and cumulative impacts regarding water supply would be less than significant.

Wastewater

Development of the Project in combination with the related projects and other projects within the service area of the HTP would generate additional wastewater that would be treated at the HTP. As discussed above, the HTP has an existing treatment capacity of 450 mgd and a peak wet weather flow of 800 mgd with a residual daily flow capacity of 190 mgd.

As with the Project, all related projects in the City of Los Angeles would be subject to the provisions of the Municipal Code requiring provision of on-site infrastructure, improvements to address local capacity issues and payment of fees for future sewerage replacement and/or relief improvements. In addition, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there would be minimal, if any, direct cumulative relationship between the development of the Project and the related projects. None of the related projects is sufficiently close to the Project Site so that it would contribute with the Project to the demand on the adjacent infrastructure for conveyance capacity.

The SCAR analysis (Appendix G) described above for the Project impacts is based on a methodology that takes into account, among other factors, research and tracing of sewer flow levels upstream and downstream of the Project's point of connection, and research of the project location area for other recently approved SCARs to evaluate the cumulative impact of all known SCARs on the sewer system. Per the SCAR conclusions, and given existing and anticipated future capacity at the wastewater treatment facilities, Project wastewater generation impacts regarding wastewater facilities would be less than significant and its contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts related to wastewater would be less than significant.

Conclusion

The Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts regarding wastewater would be less than significant.

Electricity

As discussed in Section 6.6, *Energy*, based on the Project's estimated new electrical consumption of 3,533,210 kWh/year, the Project would account for approximately 0.015 percent of LADWP's total projected sales, and thus its supplies, in the Project's opening year. Thus, the Project would result in the use of renewable and non-renewable electricity resources on a relatively small scale. Additionally, the Project would include energy conservation features, including energy efficient lighting fixtures, ENERGY STAR-rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems for the 432 residential units. The Project would also install solar panels on the roof level. As with the Project, the other future related projects would also be expected to incorporate energy conservation features, comply with applicable regulations (e.g., anti-idling vehicle regulations during construction), the 2016 Title 24 standards and CALGreen code, the Los Angeles Green Building Code, and incorporate mitigation measures, as

necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet their respective needs. Thus, use of electricity resources by cumulative development in the Project area would be reduced by conservation features and measures that would be implemented by each individual development project and by state measures requiring LADWP to obtain more of its supplies from renewable resources.

Conclusion

The Project's contribution to cumulative impacts with respect to electricity plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Natural Gas

As discussed in Section 6.6, *Energy*, based on the 2018 California Gas Report, the CEC estimates natural gas capacity within SCG's planning area will be approximately 3,775 million cf per day in 2023 (the Project's opening year). The Project, which would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code and the L.A. Green Building Code, would account for approximately 0.0005 percent of the 2023 forecasted consumption in SCG's planning area. Thus, the Project would result in the use of natural gas resources on a relatively small scale.

As with the Project, the related projects would also be expected to incorporate energy conservation features, comply with applicable regulations including the 2016 Title 24 standards and CALGreen code, the Los Angeles Green Building Code, and incorporate mitigation measures, as necessary. In addition, development projects within SCG's service area, including the Project and related projects, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate.

Conclusion

The Project's contribution to cumulative impacts with respect to natural gas plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Telecommunications

Telecommunications are regulated by the Federal Communications Commission (FCC) and the California Public Utilities Commission (CPUC). Each of the related projects would be reviewed by the City to identify necessary new facilities and service connections to meet their respective needs.

Conclusion

The Project's contribution to cumulative impacts with respect to telecommunications as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Solid Waste

Solid waste disposal is a regional issue addressed by regional agencies, in this case the County of Los Angeles. The County promotes the efforts of individual jurisdictions to maximize waste reduction and recycling, expand existing landfills, and promote alternative technologies to reduce waste. Most notably, the City of Los Angeles, as part of its SWIRP, aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025. The analysis of the Project's potential impacts, above, is based on landfill capacity and demand per the Countywide Integrated Waste Management Plan. Planning for landfill needs takes into account continuing cumulative demand and increases in cumulative demand associated with growth. Therefore, the analyses associated with that plan take into account cumulative development.

Like the Project, the related projects would be required to comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. Detailed components regarding waste reduction and recycling would be finalized for each related project on a project-by-project basis at the time of plan submittal to the City for the necessary building permits and reviews conducted pursuant to the City's Green Building Code, as applicable. As such, impacts to the solid waste from related projects would be less than significant. As discussed above, the Project would not generate solid waste that would exceed landfill capacities and the recycling of solid waste related to construction and operation of the Project would be required to comply with all federal, State, and local regulations including the City's Green Building Code and the SWIRP.

Conclusion

The Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts related to solid waste would be less than significant.

6.20 Wildfire

If located in or near state responsibility areas of lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is located within a highly urbanized area and is currently developed with a single-story office and a single-story commercial building, and associated uses with no natural vegetation. Therefore, the only vegetation permanently located on the Project Site are trees, shrubs and other plants. The Project Site is not located in an area of moderate or very high fire hazard.¹¹² Additionally, the Project Site is not located in or near state responsibility areas of lands classified as very high fire hazard severity zones.¹¹³

¹¹² Zimas Website, http://zimas.lacity.org/, accessed September 8, 2019.

¹¹³ Los Angeles County Fire Hazard Severity Zones in SRA, adopted by CAL FIRE on November 7, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed September 8, 2019.

The Project Site is located in an established urban area that is well served by an existing roadway network. As shown in the City of Los Angeles General Plan Safety Element, *Critical Facilities and Lifeline Systems*, Lankershim Boulevard is designated as a Selected Disaster Route that could be utilized during a disaster event. While it is expected that the majority of the Project's construction activities would be confined on-site, some construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. However, in accordance with City of Los Angeles requirements, the Project would include PDF TRAF-4, which requires the development of a Construction Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency personnel, along all roads would still be provided during construction. Therefore, with respect to wildfire hazards, the Project construction would not result in the impairment of an adopted emergency response plan or emergency evacuation plan.

Conclusion

No impact would occur and no mitigation measures would be required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project Site is not located in an area of moderate or very high fire hazard.¹¹⁴ Additionally, the Project Site is not located in or near state responsibility areas of lands classified as very high fire hazard severity zones.¹¹⁵ The Project is not located in a sloped area and is surrounded by urban development. As such, the Project would not exacerbate wildland risks, and would not expose occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire.

Conclusion

No impact would occur and no mitigation measures would be required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project will not require the installation of infrastructure that may exacerbate fire risk. Project operation would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate access to evacuation routes and emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for

¹¹⁴ Zimas Website, http://zimas.lacity.org/, accessed September 8, 2019.

¹¹⁵ Los Angeles County Fire Hazard Severity Zones in SRA, adopted by CAL FIRE on November 7, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf. Accessed September 8, 2019.

patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD). For these reasons, and due to the fact that the Project Site is not located near any very high fire severity zone, operation of the Project would not substantially impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan.

Conclusion

No impact would occur and no mitigation measures would be required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is surrounded by urban development and is not adjacent to any wildlands. As discussed in Section 6.10, *Hydrology and Water Quality*, according to the City of Los Angeles General Plan Safety Element, the Project Site is not located with a 100-Year or 500-Year flood plain.

The Project is located in a potential dam inundation area related to the Hansen Dam and Hansen Recreational area, located three miles north of the Project Site and surrounded by intervening development.¹¹⁶ The Federal Energy Regulatory Commission (FERC) cooperates with a large number of federal and state agencies to ensure and promote dam safety. More than 3,000 dams are part of regulated hydroelectric projects in the FERC program. FERC inspects hydroelectric projects on an unscheduled basis to investigate the following: 1) Potential dam safety problems; 2) Complaints about constructing and operating a project; 3) Safety concerns related to natural disasters; and 4) Issues concerning compliance with the terms and conditions of a license.¹¹⁷ Every five years, an independent engineer approved by the FERC must inspect and evaluate projects with dams higher than 32.8 feet (10 meters) or with a total storage capacity of more than 2,000 acrefeet, which includes the Hansen Dam, thereby reducing the risk of dam failure. As such, the probability of dam failure is low. Pursuant to the City's LID Ordinance, the Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. As described earlier, proposed stormwater BMPs would include development of a dry well for stormwater runoff that would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards.

The Project Site is relatively flat with little topography that would expose people or structures to landslides. The Project would not contain uses or activities that would exacerbate existing environmental conditions. As discussed in Section 6.7, *Geology and Soils*, the Project Site is not located within a landslide inventory area. As such, and combined with the fact that the Project Site is not within or near a very high severity fire zone, there is no impact in relation to risks associated

 ¹¹⁶ City of Los Angeles General Plan, Safety Element Exhibit F, 100-Year & 500-Year Floodplains, March 1994.
 ¹¹⁷ City of Los Angeles Local Hazard Mitigation Plan, June 2017.

https://emergency.lacity.org/sites/g/files/wph496/f/2017_LA_HMP_Public%20Review%20Draft_2017-06-15_reduced_Part1.pdf Accessed September 2019.

with downslope or downstream flooding or landslides as a result of runoff or post fire slope instability or drainage changes.

Conclusion

No impact would occur and no mitigation measures would be required.

Cumulative Impacts: Wildfire

The related projects are all located in highly urbanized areas, would not contain wildland features, and are not located adjacent to any wildland areas. Any related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to fire and seismic hazards. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, and fire safety.

Conclusion

Based on the above considerations, the Project would not result in a cumulatively considerable contribution to cumulative impacts associated with wildfires.

6.21 Mandatory Findings of Significance

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

Less Than Significant. The preceding analysis does not reveal any significant immitigable impacts to the environment. The Project Site is located within a highly urbanized area and is currently developed with an existing school and surface parking.

There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan which applies to the Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area.

However, the Project Site does include ornamental trees that could support raptor and/or songbird nests. 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 Wildlife Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Environmental impacts from Project implementation may result due to the loss of trees on the site.

Compliance with standard regulatory compliance measures would reduce potential impacts upon migratory bird species associated with the proposed tree removals of non-protected trees, should construction commence during the breeding season.

The Project would not eliminate important examples of the major periods of California history or prehistory. As discussed in Section 6.5, *Cultural Resources* and 6.7, *Geology and Soils*, impacts to archeological and paleontological resources and human remains would be less than significant with adherence to appliable conditions of approval and regulatory compliance measures.

Overall, based on the preceding analysis of potential impacts, no evidence is presented that the Project would degrade the quality of the environment.

Conclusion

Impacts related to the substantial degradation of the environment would be less than significant.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulative 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).

Less Than Significant with Mitigation Incorporated. Pursuant to Public Resources Code Section 21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of a transit priority project, other than those that do not need to be reviewed pursuant to Section 21159.28, based on substantial evidence in light of the whole record. Additionally, the SCEA is required to identify any cumulative effects that have been adequately addressed and mitigated pursuant to prior applicable certified EIRs. CEQA defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." The analysis of cumulative impacts need not be as in-depth as what is performed relative to the project, but instead is to "be guided by the standards of practicality and reasonableness." Additionally, the SCEA is required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified EIRs (refer to Section 3, Transit Project Consistency Analysis). Where the City, as the lead agency, determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable.

The analysis of cumulative impacts provided herein is based on an assessment of reasonably foreseeable growth associated with a list of past, present, and anticipated future projects. The list of related projects was provided by LADOT and also includes other projects in the area based recent studies. A list of 8 related projects in the Project study area is provided in Table 6-46, *Summary of Related Projects*. Related Projects are mapped in Figure 6-3, *Related Projects Map*. Although these projects serve as the primary bases for evaluation of cumulative impacts, analyses may vary among certain environmental issues due to the unique characteristics and geographic context of certain impacts. The cumulative analyses for each environmental issue are provided below following the assessments of Project impacts.

A description of eight related projects in the Project study area is provided in Table 6-46, *Summary* of *Related Projects*, below. Related Projects are mapped in **Figure 6-3**, *Related Projects Map*, below. The related projects are utilized to analyze cumulative impacts associated with Project implementation discussed above. Cumulative impacts for each checklist topic listed in Section 4 of the SCEA have been addressed.

As discussed in Section 6.13, *Noise*, potentially significant noise impacts during Project construction and operation would be reduced to less-than-significant levels through compliance with applicable regulations, implementation of the Project's PDFs, and implementation of the identified Project-specific mitigation measures.

As discussed in Section 6.17, *Transportation*, cumulative operational traffic impacts would be less than significant and cumulative impacts would be less than significant. Each of the related projects would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Each related project would be required to comply with City requirements would implement mitigation measures and/or include project characteristics, such as traffic controls and safety procedures as part of a construction management plan, to reduce potential traffic impacts during construction or programs to reduce operational impacts.

Conclusion

Based on the analysis above, the City finds that with adherence to applicable regulations, PDFs, the SCAG 2016 RTP/SCS MMRP mitigations measures and Project-specific mitigation measures incorporated into the Project, the contribution of the Project to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

No	Address	Description	Description		
1	7634 Vineland Avenue	Retail	10,750	sf	
		Office	11,950	sf	
2	7955 Laurel Canyon Boulevard	Retail	4,500	sf	
3	7660 Lankershim Boulevard	Condominiums	99	du	
		Apartments	65	du	
4	7401 N Lankershim Boulevard	Apartments	108	du	
		Retail	2,370	sf	
5	11839 W Sherman Way	Homeless Services Center	6,644	sf	
6	11967 Saticoy Street	School	800	seats	
7	9189 De Garmo Avenue	Recycling Facility	267,995	sf	
8	11957 W Allegheny Street	Apartments	88	du	

TABLE 6-46 SUMMARY OF RELATED PROJECTS

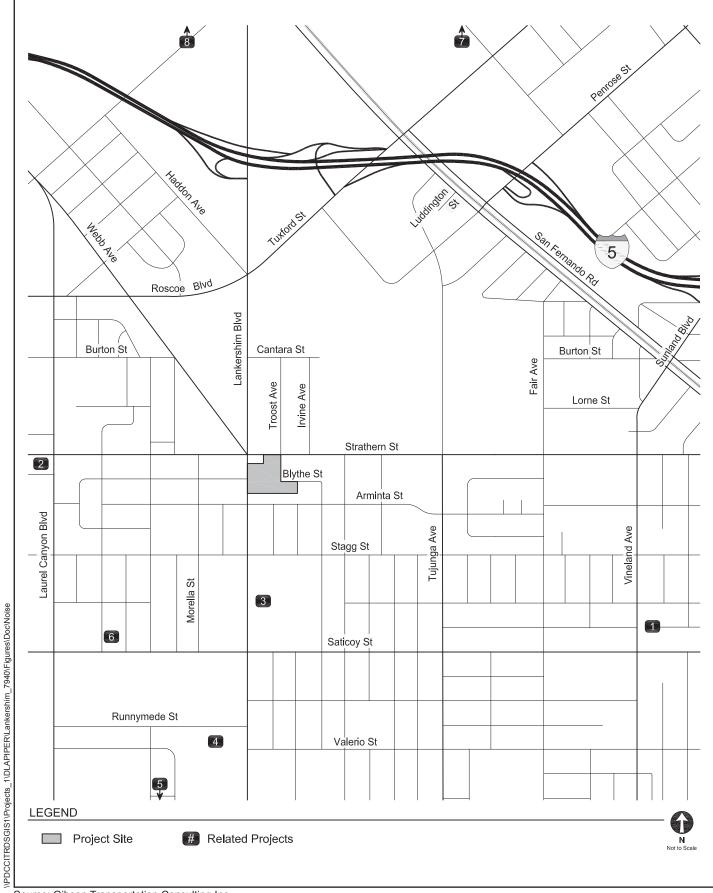
Source: Los Angeles Department of Transportation December 2018, Los Angeles Department of City Planning and recent traffic studies in the area.

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

Less Than Significant with Mitigation Incorporated. For the purpose of this SCEA, a significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As discussed in Section 6.13, *Noise*; with adherence to applicable regulations, project design features, the SCAG 2016 RTP/SCS MMRP mitigations measures, and Project-specific mitigation measures, Project-related impacts would be less than significant. The analysis contained in this SCEA concludes that the Project will not result in significant adverse effects after implementation of mitigation measures.

Conclusion

Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures identified in Items 6.1, *Aesthetics*, through 6.20, *Wildfire*, above. As discussed in Section 6.13, *Noise*, potentially significant noise impacts during Project construction and operation would be reduced to less than significant levels though implementation of Project-specific project design features and mitigation measures MM NOI-1, MM NOI-2 and MM-NOI-3.



Source: Gibson Transportation Consulting Inc.