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

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles	14
PROJECT TITLE	**CASE NO.**
El Sereno	ENV-2015-1918-MND, VTT-73531, APCE 2015-2048-ZC-ZAD

PROJECT LOCATION

2520, 2532, 2608, 2668, North Eastern Avenue and 2647, 2649, 2651 Lombardy Boulevard, Los Angeles, California, 90032

PROJECT DESCRIPTION

The Project includes development of the Project site with 42 single-family residential homes, one home per parcel. Each house would have 3-4 bedrooms and a two-car garage. The homes would range in size from approximately 1,729 square feet to 2,279 square feet. Of the 102 protected trees, 34 would be retained in place, and 68 would be removed. Of the 72 non-protected trees, 8 would be retained in place, and 64 would be removed. All removed trees would be replaced in accordance with City requirements. Refer to Section II (Project Description) for more details. In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City: 1) Vesting Tract Map (VTT) for Small Lot Purposes per LAMC Section 17.03 – Request is for a Vesting Tentative Tract Map to create forty-two (42) single-family lots in accordance with the Small Lot Subdivision Ordinance No. 176,354 in the Northeast Los Angeles Community Plan; 2) Vesting Zone Change (ZC) per LAMC Section 12.32 – Request to permit a change of zone from [Q]R1-1D and [Q] RD6-1D to (T)(Q)RD5-1D; 3) Zoning Administrator's Determination (ZAD) per LAMC Section 12.24 X.26 – Request is to allow twenty-three (23) walls varying in height from 3½ feet to 7.5 feet in lieu of the maximum of two (2) 10-foot retaining walls otherwise required in LAMC Section 12.21 C.8(a); and 4) Haul Route Approval from the Board of Building and Safety Commission for export of approximately 28,500 cubic yards of soil.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Clearwater Communities, LLC
4685 MacArthur Court, Suite 375
Newport Beach, CA 92660

FINDING:

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
Gregory S Shoop	City Planner	213-978-1243
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 6th FLOOR LOS ANGELES, CA. 90012	Blake Lamb	JUNE 13, 2016

AESTHETICS

1-1: Non-Protected Trees

- Prior to issuance of any permit related to development of the Project, a plot plan shall be prepared for the Project, indicating the location, size, type, and general condition of all existing trees on the Project site and within the adjacent public right(s)-of-way.

- All significant (8-inch or greater 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 shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees located within the parkway of the adjacent public-right(s)-of-way may be counted toward replacement tree requirements.

- Removal or planning of any tree in the public right-of-way shall require approval of the Board of Public Works. All trees in the public right-of-way shall be provided in the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

1-2: Protected Trees

- All protected tree removals shall require approval from the Board of Public Works.

- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval prior to implementation of the Report's recommended measures.

- A minimum of two trees (a minimum of 15-inch box in size) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.

- The location of the trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.

1-3: Previously Removed Trees

- The previously removed protected trees shall be replaced at a 4:1 ratio, a minimum of 48-inch box in size.

1-4: All Trees

- Protection Barrier: A protection barrier shall be installed around the construction area as shown on the map included in the Tree Preservation Report (refer to Appendix A). The barrier shall be 6-foot-high chain-link fencing. Twelve-inch-high silt fence shall be attached to the base of the fence with the bottom edge buried 1-2 inches. The barrier may be placed on the line shown on the map or closer to construction, but not further. The fencing shall be maintained in good repair throughout the duration of the Project, and shall not be removed, relocated, or encroached upon without permission of the arborist involved.

- Storage of Materials: There shall be NO storage of materials or supplies of any kind inside the area of the protection fencing. Concrete and cement materials, block, sand and soil shall not be placed within the drip-line of any tree to remain.

- Fuel Storage: Fuel storage shall NOT be permitted within 150 feet of any tree to be preserved. Refueling, servicing and maintenance of equipment and machinery shall NOT be permitted within 150 feet of protected trees.

- Debris and Waste Materials: Debris and waste from construction or other activities shall NOT be permitted outside the construction area. Wash down of concrete or cement handling equipment, in particular, shall NOT be permitted within 150 feet of protected trees.

- Planting near Trees Designated for Protection: Any digging within designated protection zones shall done using supersonic air directly as the digging medium, by means of a nozzle, whose nominal rated input pressure (available from manufacturer's literature) must not exceed 130 psig (pounds per square inch at gage) unless otherwise approved. Nozzles designed for input above 130 psig can damage fine roots. Air compressors rated between 100 to 125 psig recommended.

- Grade Changes: Any grade changes within the protection radius listed should be approved by a Registered Consulting Arborist before construction begins, and precautions taken to mitigate potential injuries. Grade changes can be particularly damaging to trees. Even as little as two inches of fill can cause the death of a tree. Lowering the grade can destroy major portions of a root system.

- Damages: Any tree damages or injuries should be reported to the project arborist as soon as possible. Severed roots shall be cut cleanly to healthy tissue, using proper pruning tools. Broken branches or limbs shall be pruned according to International Society of Arboriculture Pruning Guidelines and ANSI A-300 Pruning Standards.

- Preventive Measures: Pruning of the tree canopies and branches should be done at the direction of the project arborist to remove any dead or broken branches, and to provide any necessary clearances for the construction work or equipment.

AIR QUALITY

3-1: All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

3-2: Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

3-3: At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

3-4: Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: http://www.aqmd.gov/home/programs/business/business-

detail?title=off-road-dieselengines&parent=vehicle-engine-upgrades.

3-5: Construction activities shall comply with SCAQMD Rule 403, including the following measures:

- Apply water to disturbed areas of the site three times a day
- Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
- Limit soil disturbance to the amounts analyzed in the Final MND.
- All materials transported off-site shall be securely covered.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

BIOLOGICAL RESOURCES

4-1: To avoid potential significant impacts to nesting birds, including migratory birds and raptors, one of the following shall be implemented by the Project Applicant:

- Conduct vegetation removal associated with construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below.

OR...

- Conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct weekly pre-construction bird surveys no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nests shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist

documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City and County, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

NOISE

12-1: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

12-2: Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

12-3: Temporary sound barriers, capable of achieving a sound attenuation of at least 10 dBA (e.g., construction sound wall with sound blankets), and capable of blocking the line-of-sight to the adjacent residences shall be installed as feasible.

12-4: All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.

12-5: All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent residences.

12-6: Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

12-7: A haul route for exporting cut materials from the site to a nearby landfill that access the San Bernardino and/or Long Beach Freeways should minimize travel on residential streets with sensitive receptors.

TRANSPORTATION/TRAFFIC

16-1: Hillside Construction Staging and Parking Plan

- Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:

- No construction equipment or material shall be permitted to be stored within the public right-of-way.

- If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.

- During the Excavation and Grading phases, all haul trucks shall be staged on the Project site. The drivers shall be required to follow the designated travel plan or approved Haul Route.

- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.

- All deliveries during construction shall be coordinated so that all vendor/delivery vehicles will stage and make deliveries on the project site, and that a construction supervisor is present at such time.

- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.

- During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

16-2: Construction Activity Near Schools

- The Project developer and contractors shall maintain ongoing contact with administrators of the Farmdale Elementary School and the El Sereno Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the Project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

16-3: Schools affected by Haul Route

- LADBS shall assign specific haul route hours of operation based upon Farmdale Elementary School and El Sereno Middle School hours of operation.

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

16-4: Good Neighbor Construction Practices

- Whenever possible, construction vehicles should be parked on site to prevent congestion on streets with limited parking.
- When temporarily blocking portions of streets for deliveries of construction materials, a flag person shall be provided to assist with pedestrian and vehicular traffic.
- Street closures shall not take place during peak traffic hours. Any street, sidewalk, or other improvement work shall be conducted in conformance with the latest Manual on Work Area Traffic Control.
- Care shall be taken not to overfill concrete trucks during deliveries. If spills occur, it shall be the responsibility of the concrete company to immediately provide clean up.
- Construction noise shall be kept to a minimum with consideration of the surrounding neighbors. Unnecessary noise such as music shall be kept below legal levels.
- Streets and sidewalks adjacent to construction sites shall be swept free of construction debris at all times.
- Care shall be taken to not interfere with trash pick-up by the Bureau of Sanitation. Construction and delivery vehicles shall be subject to trash pick-up parking restrictions.
- If building materials are to be stored in public right of ways, it shall be by permit from the Department of Public Works, Bureau of Street Services, Investigations and Enforcement Division and shall conform with all applicable rules.
- All construction/demolition activities shall comply with the construction hours in Section 41.40 of the LAMC.

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
AND CHECKLIST

LEAD AGENCY:	COUNCIL DISTRICT:	DATE:
City of Los Angeles	14	

RESPONSIBLE AGENCIES:
City of Los Angeles

PROJECT TITLE:	CASE NO.:
Eastern Avenue Residential Project	**ENV-2015-1918-MND** **VTT-73531** **APCE 2015-2048-ZC-ZAD**

PROJECT DESCRIPTION: The Project includes development of the Project site with 42 single-family residential homes, one home per parcel. Each house would have 3-4 bedrooms and a two-car garage. The homes would range in size from approximately 1,729 square feet to 2,279 square feet. Of the 102 protected trees, 34 would be retained in place, and 68 would be removed. Of the 72 non-protected trees, 8 would be retained in place, and 64 would be removed. All removed trees would be replaced in accordance with City requirements. Refer to Section II (Project Description) for more details. In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City: 1) Vesting Tract Map (VTT) for Small Lot Purposes per LAMC Section 17.03 – Request is for a Vesting Tentative Tract Map to create forty-two (42) single-family lots in accordance with the Small Lot Subdivision Ordinance No. 176,354 in the Northeast Los Angeles Community Plan; 2) Vesting Zone Change (ZC) per LAMC Section 12.32 – Request to permit a change of zone from [Q]R1-1D and [Q] RD6-1D to (T)(Q)RD5-1D; 3) Zoning Administrator's Determination (ZAD) per LAMC Section 12.24 X.26 – Request is to allow twenty-three (23) walls varying in height from 3½ feet to 7.5 feet in lieu of the maximum of two (2) 10-foot retaining walls otherwise required in LAMC Section 12.21 C.8(a); and 4) Haul Route Approval from the Board of Building and Safety Commission for export of approximately 28,500 cubic yards of soil.

ENVIRONMENTAL SETTING: The Project site is located in the Northeast Los Angeles Community Plan Area of the City of Los Angeles (the "City"). Specifically, the Project site includes three contiguous lots totaling approximately 212,750 square feet, located at the south corner of Eastern Avenue and Lombardy Boulevard. The Project site is bound by North Eastern Avenue on the west/northwest, Lombardy Boulevard on the north, and single-family residential land uses on the northeast, east, and south. The topography of the Project site is hilly, with elevations ranging from approximately 440 to approximately 530 feet above sea level (asl). The Project site previously has been disturbed but is undeveloped.

PROJECT LOCATION: 2520, 2532, 2608, 2668, North Eastern Avenue and 2647, 2649, 2651 Lombardy Boulevard, Los Angeles, California, 90032

PLANNING DISTRICT:	STATUS
Northeast Los Angeles	☐ **PRELIMINARY** ☐ **PROPOSED** ■ **ADOPTED**

EXISTING ZONING:	MAX. DENSITY ZONING:	■ DOES CONFORM TO PLAN
[Q]R1-1D, [Q]RD6-1D	1 dwelling unit per lot/1 dwelling unit per 6,000 feet of area	☐ DOES NOT CONFORM TO PLAN
PLANNED LAND USE & ZONING: Low Density	**MAX. DENSITY PLAN:** 1 dwelling unit per lot	☐ NO DISTRICT PLAN
SURROUNDING LAND USES: Low Residential, Open Space, Public Facilities, Neighborhood Commercial, Low Medium Residential	**PROJECT DENSITY:** 1 dwelling unit per lot	

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.

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

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

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

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

SIGNATURE **TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    A. Earlier Analysis Used. Identify and state where they are available for review.

    B. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    C. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's

environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   A. The significance criteria or threshold, if any, used to evaluate each question; and

   B. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- ■ Aesthetics
- ☐ Agricultural Resources
- ■ Air Quality
- ■ Biological Resource
- ☐ Cultural Resources
- ☐ Geology & Soils
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology & Water Quality
- ☐ Land Use & Planning
- ☐ Mineral Resources
- ■ Noise
- ☐ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ■ Transportation/Traffic
- ☐ Utilities & Service Systems
- ■ Mandatory Findings of Significance

INITIAL STUDY CHECKLIST (to be completed by the Lead Agency)

BACKGROUND

PROPONENT NAME Clearwater Communities, LLC	**PHONE NUMBER** Tel: (949) 933-5473
PROPONENT ADDRESS 4685 MacArthur Court, Suite 375 Newport Beach, CA 92660	**PROPONENT REPRESENTATIVE** John Loper
AGENCY REQUIRING CHECKLIST City of Los Angeles	**DATE SUBMITTED**
PROPOSAL NAME (if applicable) El Sereno 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. Would the project:				
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?		✓		
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest 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?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 [g])?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. **Air Quality.** 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			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?			✓	
e. Create objectionable odors affecting a substantial number of people?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?		✓		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
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		✓		
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?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. **Cultural Resources.** Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or			✓	

5. Cultural Resources. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
unique geologic feature?				
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

6. Geology & Soils. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii. Strong seismic ground shaking?			✓	
iii. Seismic-related ground failure, including liquefaction?				✓
iv. Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit 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?			✓	
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?			✓	
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?				✓

7. Greenhouse Gas Emissions. Would the project:

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

8. Hazards & Hazardous Materials. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b. Create a significant hazard to the public or the environment through				✓

reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		✓	

9. **Hydrology & Water Quality**. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?				✓
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. 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?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j. Inundation by seiche, tsunami or mudflow?				✓

11. Land Use and Planning. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

12. Mineral Resources. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss or availability of a known mineral resource that would be of value to the region and the residents or the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

13. Noise. Would the project result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?				✓

14. Population and Housing. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?				✓

15. Public Services.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?			✓	
ii. Police protection?			✓	
iii. Schools?			✓	
iv. Parks?			✓	
v. Other public facilities?			✓	

16. Recreation.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion on recreational facilities which might have an adverse physical effect on the environment?			✓	

16. Transportation/Traffic. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic. Would the project:				
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the count congestion management agency for designated roads or highways?				✓
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities & Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance.				
a. Does the project have the potential to degrade the quality of he environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or		✓		

18. **Mandatory Findings of Significance.**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
prehistory?				
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?			✓	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

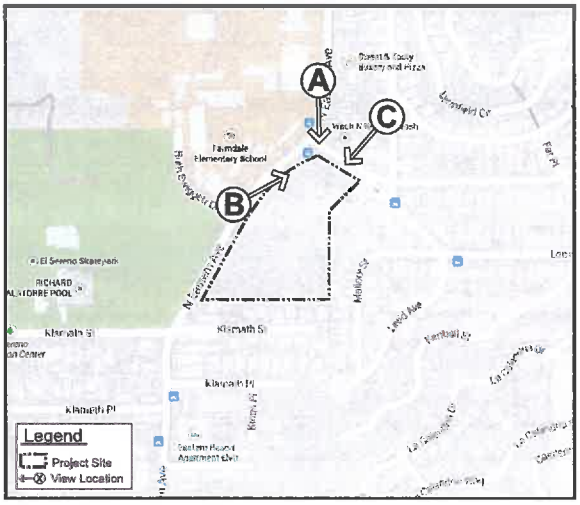
CAJA Environmental Services, LLC

Figure II-2
Aerial Photograph

Photo A: View looking south of the Project site.

Photo B: View looking toward the northeast of the Project site.

Photo C: View toward tthe southwest of the Project site.



View Location Map

CAJA Environmental Services, LLC

Figure II-3
Views of the Project Site

CORNER OF LOMBARDY BLVD. AND EASTERN AVE.

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-24
Typical Perspective (Lot 38-42)

VIEW FROM LOMBARDY BLVD.

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-25
Typical Perspective (Lot 39-42)

PROJECT OBJECTIVES

The objectives of the Project are as follows:

- Provide single-family residential product types to serve potential homebuyers in the El Sereno area, as well as provide the necessary infrastructure and associated amenities.
- To fully utilize the Project site consistent with the goals and policies in the Northeast Los Angeles Community Plan.
- To construct a development that incorporates a high quality structure landscaping and aesthetics, and contribute to a more beautiful and livable neighborhood environment;
- To create construction jobs through construction of a new residential development;
- Develop additional housing stock on existing subdivided lots that is close to major commercial and office locations within the Northeast Los Angeles Community Plan Area.

Table II-1
Project Site Information

Addresses	APN	Zoning Information	General Plan Land Use Designation
2520, 2532 North Eastern Avenue	5216008016	[Q]R1-1D [Q]RD6-1D Z1-2129 East Los Angeles State Enterprise Zone ZI-2399 Northeast Los Angeles Hillsides	Low Residential
2608 North Eastern Avenue	5216008034		
2668 North Eastern Avenue	5216009037		
2647, 2649, 2651 Lombardy Boulevard			

Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, February 20, 2015.

REQUESTED DISCRETIONARY ACTIONS

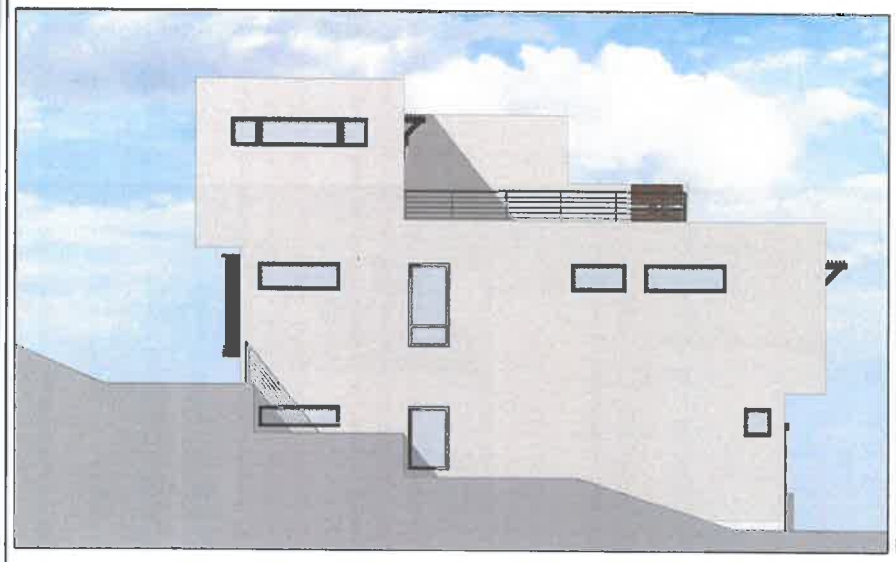
In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City:

- **Vesting Tract Map (VTT) for Small Lot Purposes per LAMC Section 17.03** – Request is for a Vesting Tentative Tract Map to create 42 single-family lots in accordance with the Small Lot Subdivision Ordinance No. 176,354 in the Northeast Los Angeles Community Plan

- **Vesting Zone Change (ZC) per LAMC Section 12.32** – Request to permit a change of zone from [Q]R1-1D and [Q] RD6-1D to (T)(Q)RD5-1D

- **Zoning Administrator's Determination (ZAD) per LAMC Section 12.24 X.26** – Request is to allow 23 walls varying in height from 3.5 feet to 7.5 feet in lieu of the maximum of 2 10-foot retaining walls otherwise required in LAMC Section 12.21 C.8(a)

- **Haul Route Approval** from the Board of Building and Safety Commission



LEFT ELEVATION

FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO, LIGHT SAND FINISH	
2	STAIN GRADE FIBER CEMENT SIDING	
3	VINYL GLAZING	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	
6	METAL AWNING	(NOT USED)
7	METAL GUARDRAIL	
8	CLOTLOOPER	(NOT USED)
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE EXTERIOR LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	STANDING METAL SEAM	(NOT USED)
13	CORRUGATED METAL	
14	WOODEN TRELLIS	(NOT USED)

RIGHT ELEVATION

REAR ELEVATION

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-23
Plan 4 Elevation Alternative 3

LEFT ELEVATION

FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO, LIGHT SAND FINISH	
2	STAIN GRADE FIBER CEMENT SIDING	
3	VINYL CLAD WD	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	
6	METAL AWNING	(NOT USED)
7	METAL GUARDRAIL	
8	OUTLOOKER	(NOT USED)
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE EXTERIOR LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	STANDING METAL SEAM	(NOT USED)
13	CORRUGATED METAL	
14	WOODEN TRELLIS	(NOT USED)

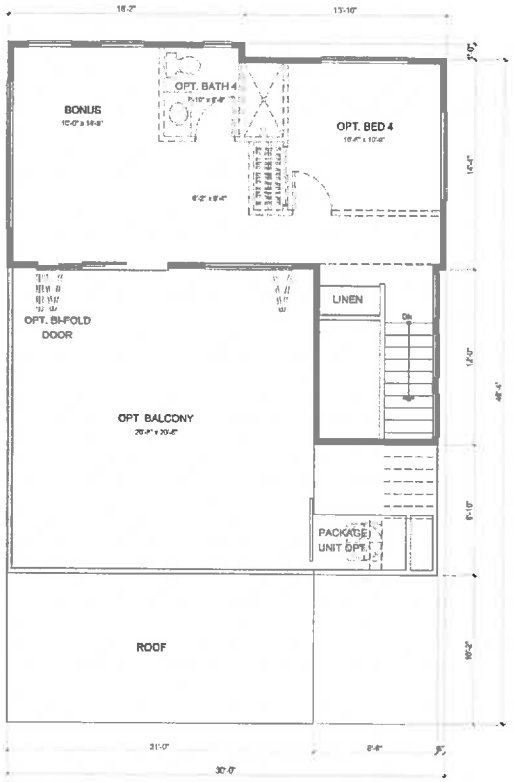
RIGHT ELEVATION

REAR ELEVATION

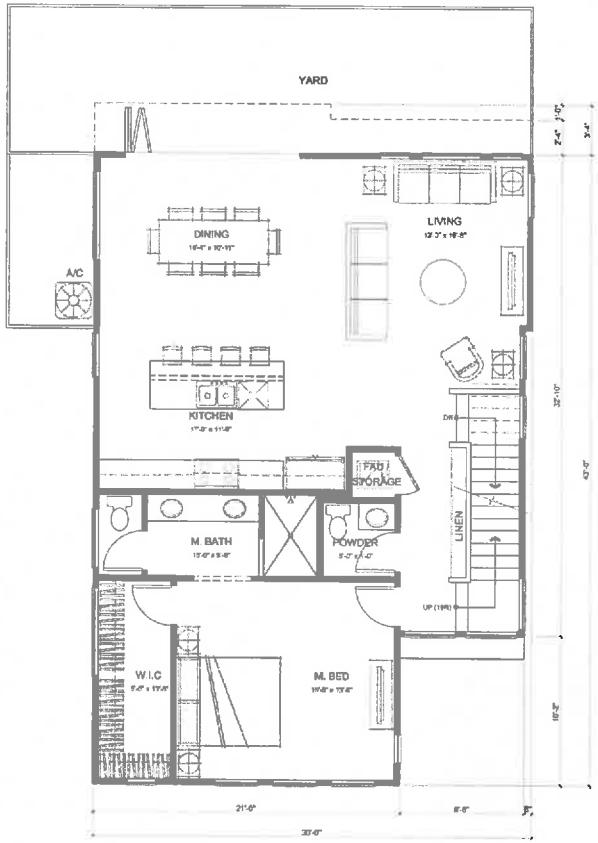
Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

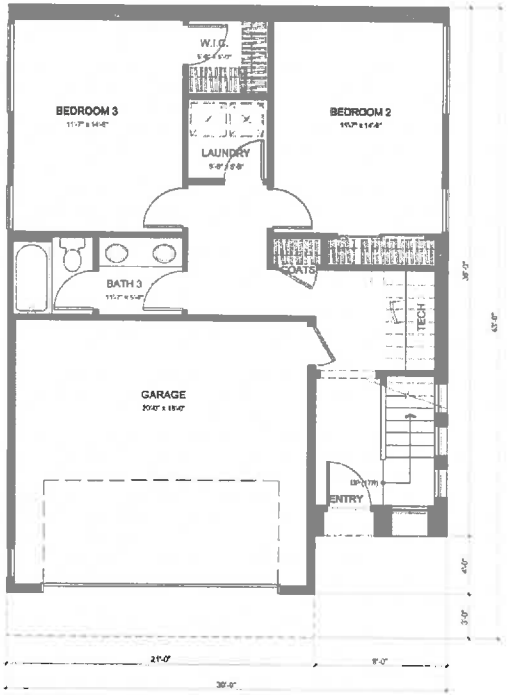
Figure II-22
Plan 4 Elevation Alternative 2



THIRD FLOOR



SECOND FLOOR

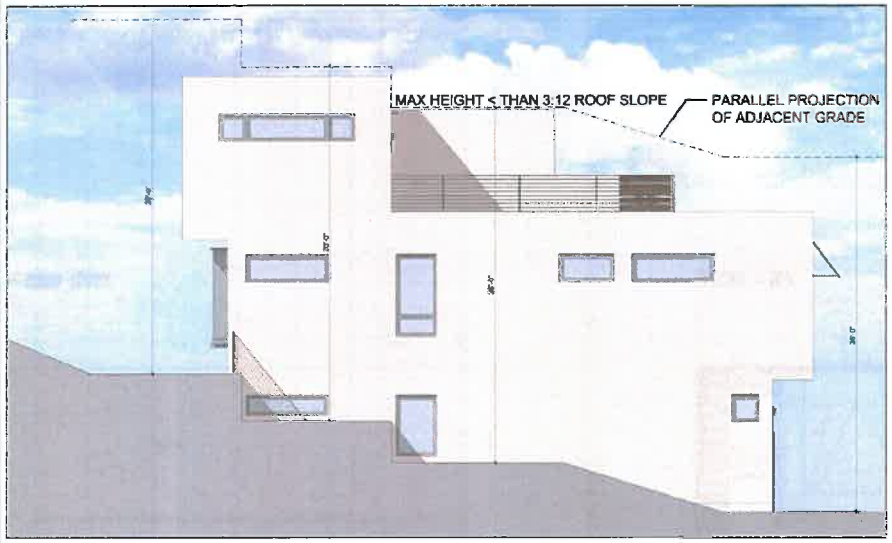


FIRST FLOOR

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-20
Plan 4 Floor Plan



LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-21
Plan 4 Elevation Alternative 1

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

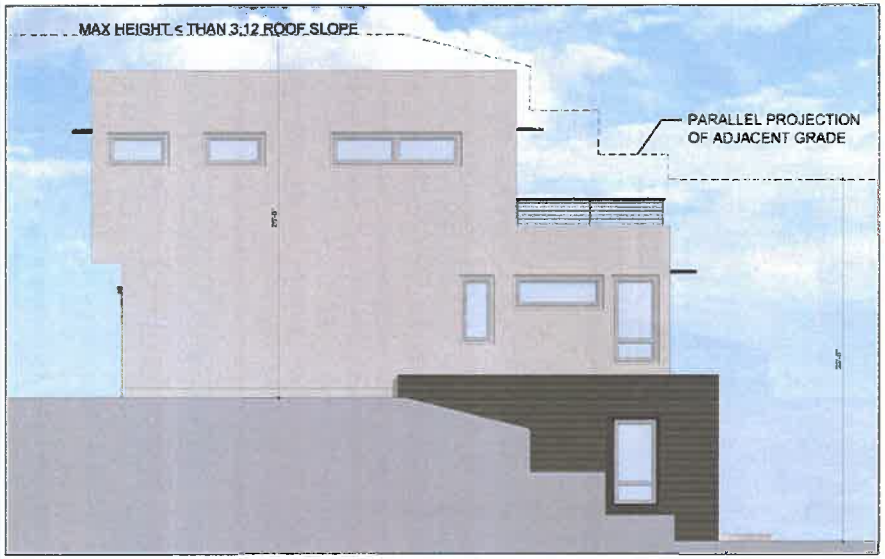
Figure II-19
Typical Perspective (Lot 1-4)

LEFT ELEVATION

FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO, LIGHT SAND FINISH	
2	STAIN GRADE FIBER CEMENT SIDING	
3	VINYL GLAZING	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	
6	METAL AWNING	(NOT USED)
7	METAL GUARDRAIL	
8	CUT LOOKER	(NOT USED)
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE EXTERIOR LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	CANOPY METAL BEAM	(NOT USED)
13	CORRUGATED METAL	
14	WOODEN TRELLIS	(NOT USED)



RIGHT ELEVATION

REAR ELEVATION

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

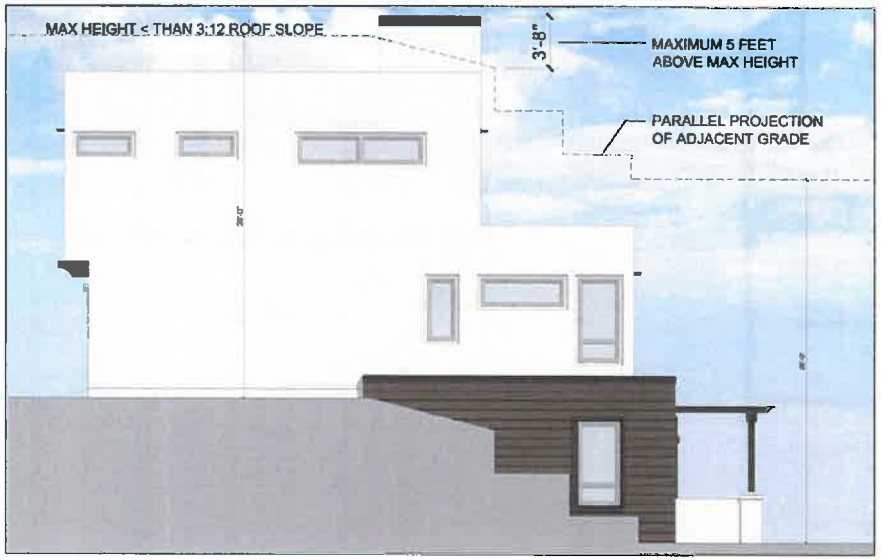
Figure II-18
Plan 3 Elevation Alternative 2

LEFT ELEVATION

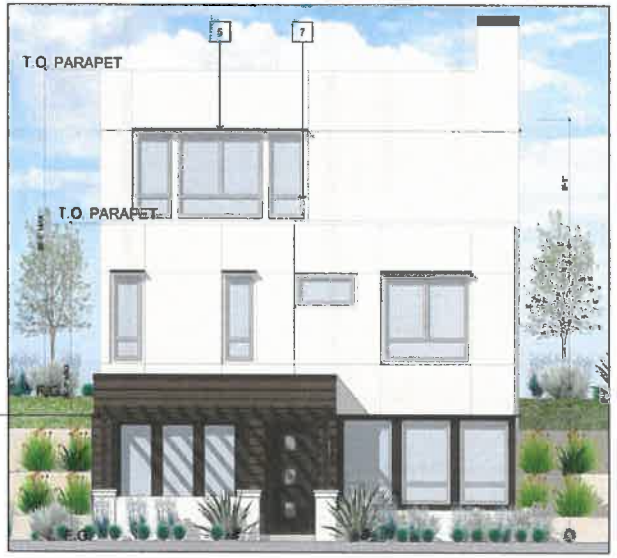
FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO LIGHT SAND FINISH	
2	STAIN GRADE FIBER CEMENT SIDING	
3	VINYL GLAZING	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	
6	METAL AWNING	(NOT USED)
7	METAL GUARDRAIL	
8	OUTLOOKER	
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE EXTERIOR LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	STANDING METAL SEAM	(NOT USED)
13	CORRUGATED METAL	(NOT USED)
14	WOODEN TRELLIS	



RIGHT ELEVATION

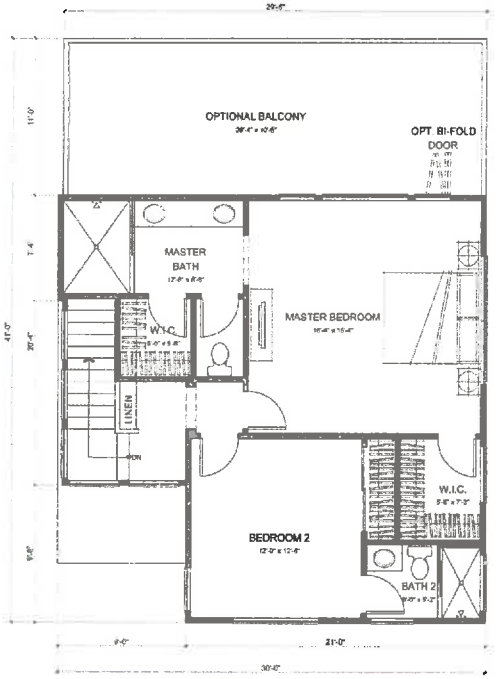


REAR ELEVATION

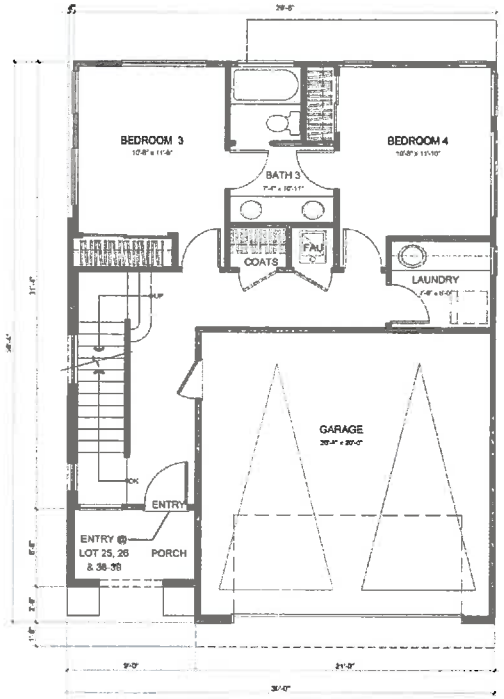
Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

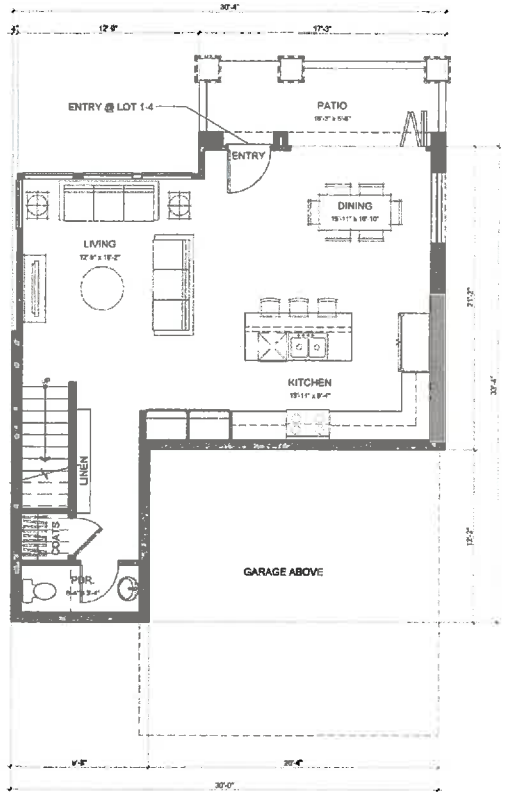
Figure II-17
Plan 3 Elevation Alternative 1



SECOND FLOOR



FIRST FLOOR



BASEMENT

Source: KTGY Architecture + Planning, 2015.

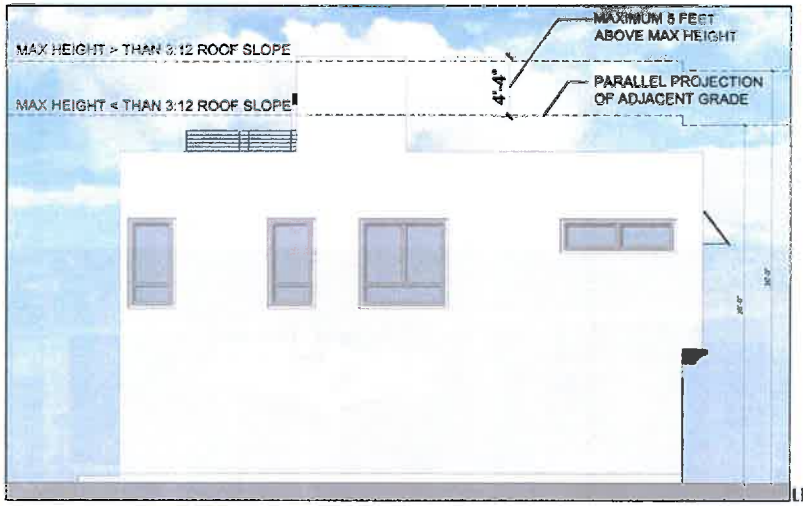
CAJA Environmental Services, LLC

Figure II-16
Plan 3 Floor Plan

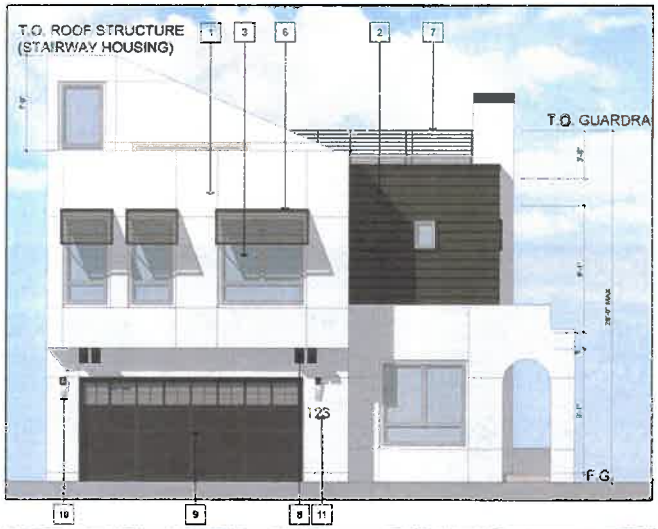
Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-15
Typical Perspective (Lot 17-19)



LEFT ELEVATION



FRONT ELEVATION

MATERIAL LEGEND		
1	STUCCO, LIGHT SAND FINISH	
2	STAIN GRADE FIBER CEMENT SIDING	
3	VINYL GLAZING	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	(NOT USED)
6	METAL AWNING	
7	METAL GUARDRAIL	
8	OUTLOOKER	
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE EXTERIOR LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	STANDING METAL SEAM	(NOT USED)
13	FORMED METAL	(NOT USED)
14	WOODEN TRELLIS	

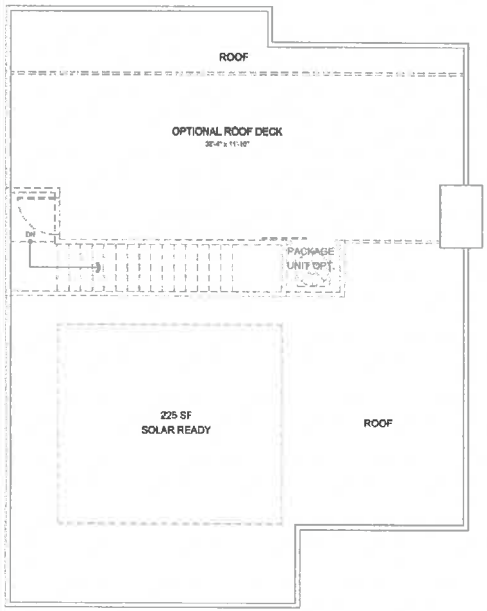
RIGHT ELEVATION

REAR ELEVATION

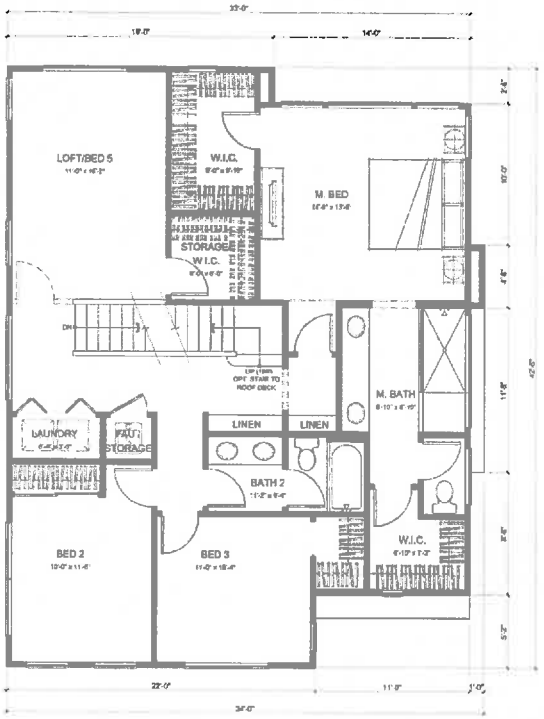
Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

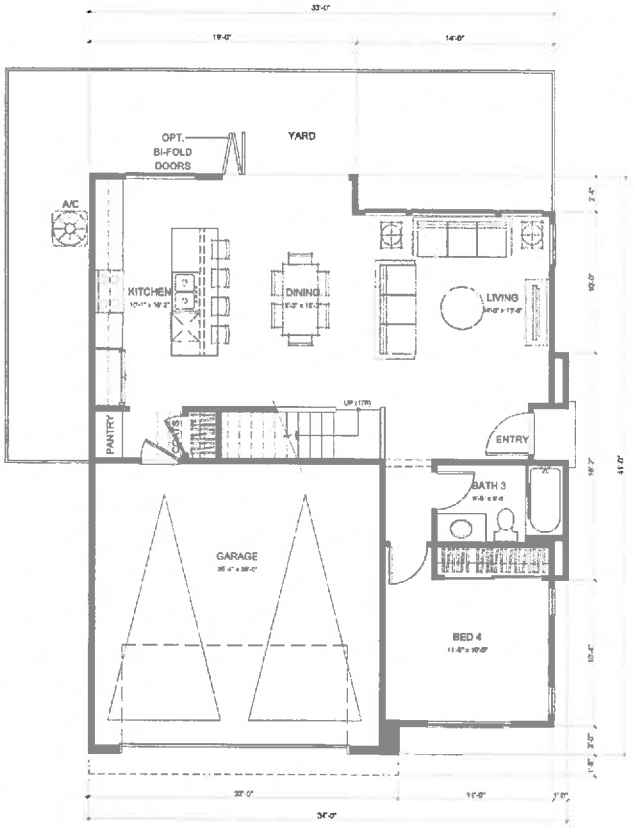
Figure II-14
Plan 2 Elevation Alternative 2



ROOF PLAN / OPTIONAL ROOF DECK



SECOND FLOOR W/ROOF DECK ACCESS

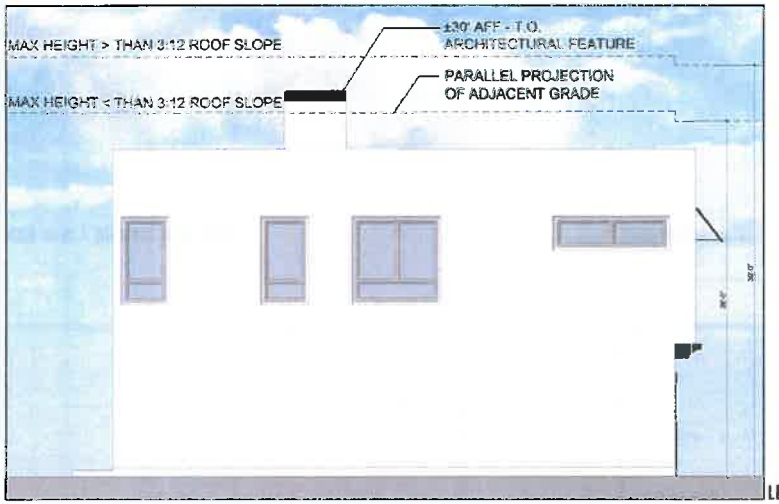


FIRST FLOOR

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-12
Plan 2 Floor Plan



LEFT ELEVATION

FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO, LIGHT SAND FINISH	
2	STAIN GRADE HEAVY TIMBER BEAMS	
3	VINYL SIDING	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	(NOT USED)
6	METAL AWNING	
7	METAL GUARDRAIL	(NOT USED)
8	OUTLOOKER	
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE ESH SWOH LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	STANDING METAL SEAM	(NOT USED)
13	CORRUGATED METAL	(NOT USED)
14	WOODEN TRELLIS	

RIGHT ELEVATION

REAR ELEVATION

Source: KTGY Architecture + Planning, 2015.

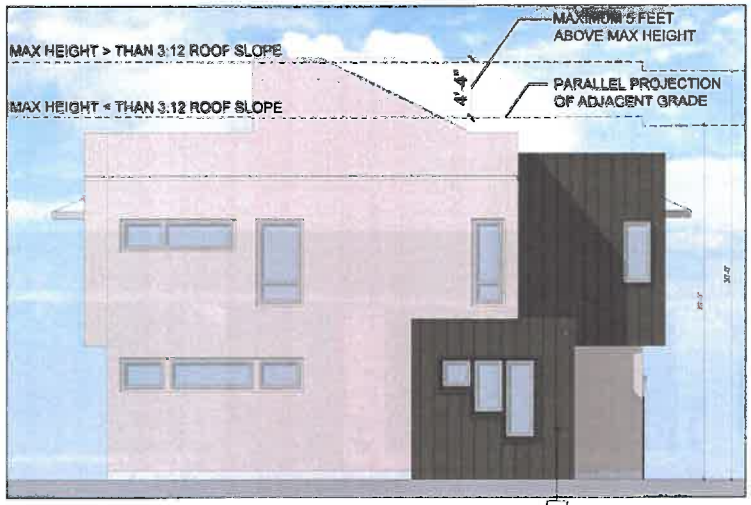
CAJA Environmental Services, LLC

Figure II-13
Plan 2 Elevation Alternative 1

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-11
Typical Street Scene (Lot 23-25)

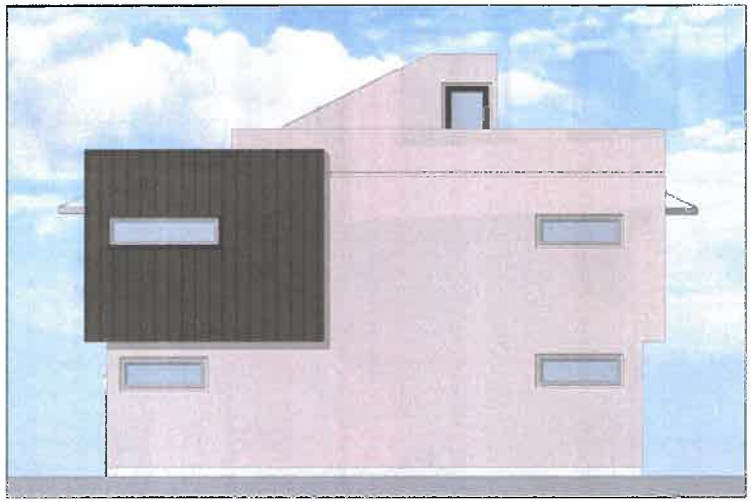


LEFT ELEVATION

FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO LIGHT SAND FINISH
2	STAIN GRADE FIBER CEMENT SIDING
3	VINYL GLAZING
4	FIBERGLASS ENTRY DOOR
5	AWNING (NOT USED)
6	METAL AWNING
7	METAL GUARDRAIL
8	OUTLOOKER (NOT USED)
9	METAL SECTIONAL GARAGE DOOR
10	DECORATIVE EXTERIOR LIGHTING
11	ILLUMINATED ADDRESS SIGN
12	STANDING METAL SEAM
13	CORRUGATED METAL (NOT USED)
14	WOODEN TRELLIS (NOT USED)



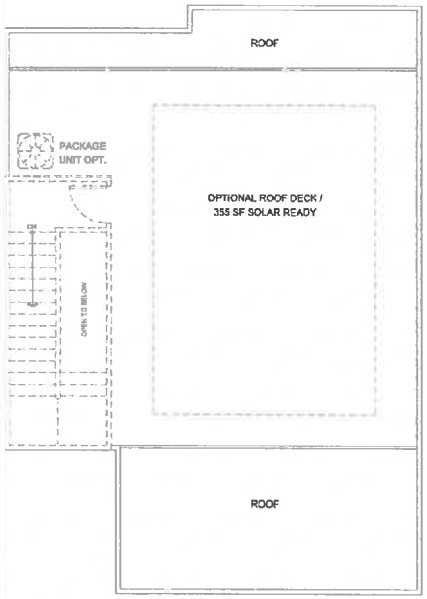
RIGHT ELEVATION

REAR ELEVATION

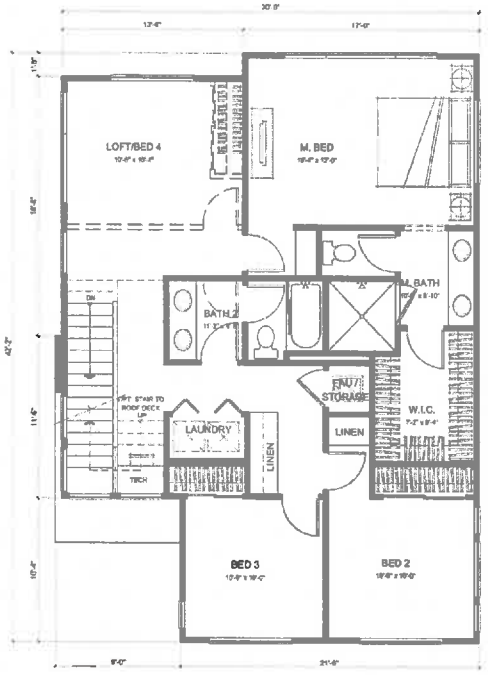
Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

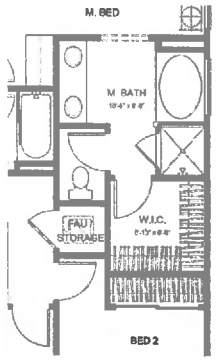
Figure II-10
Plan 1 Elevation Alternative 2



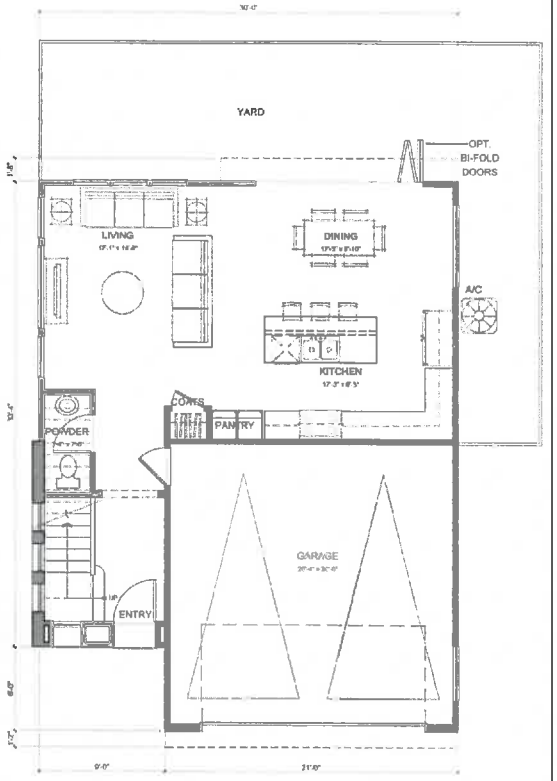
ROOF PLAN / OPTIONAL ROOF DECK



SECOND FLOOR W/ROOF DECK ACCESS



MASTER BATH OPTION

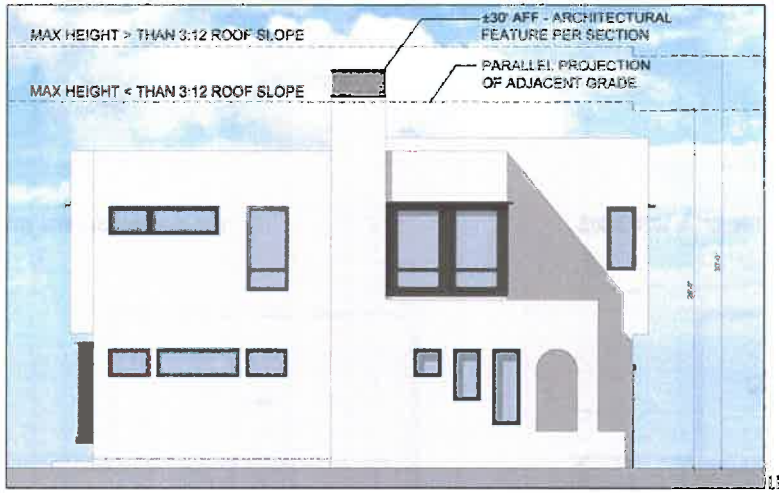


FIRST FLOOR

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-8
Plan 1 Floor Plan

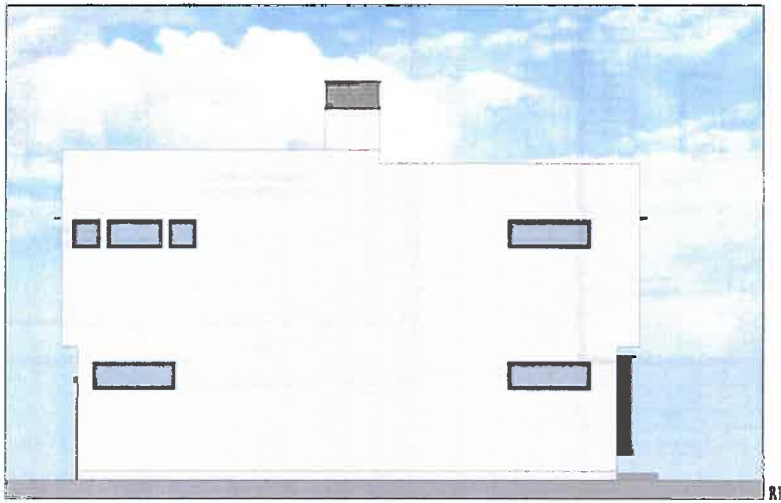


LEFT ELEVATION

FRONT ELEVATION

MATERIAL LEGEND

1	STUCCO, LIGHT SAND FINISH	
2	STAIN GRADE FIBER CEMENT SIDING	(NOT USED)
3	VINYL GLAZING	
4	FIBERGLASS ENTRY DOOR	
5	AWNING	
6	METAL AWNING	(NOT USED)
7	METAL CANOPY	(NOT USED)
8	OUTLOOKER	(NOT USED)
9	METAL SECTIONAL GARAGE DOOR	
10	DECORATIVE EXTERIOR LIGHTING	
11	ILLUMINATED ADDRESS SIGN	
12	FASCIA/3 METAL BEAM	(NOT USED)
13	CORRUGATED METAL	(NOT USED)
14	WOODEN TRELLIS	(NOT USED)



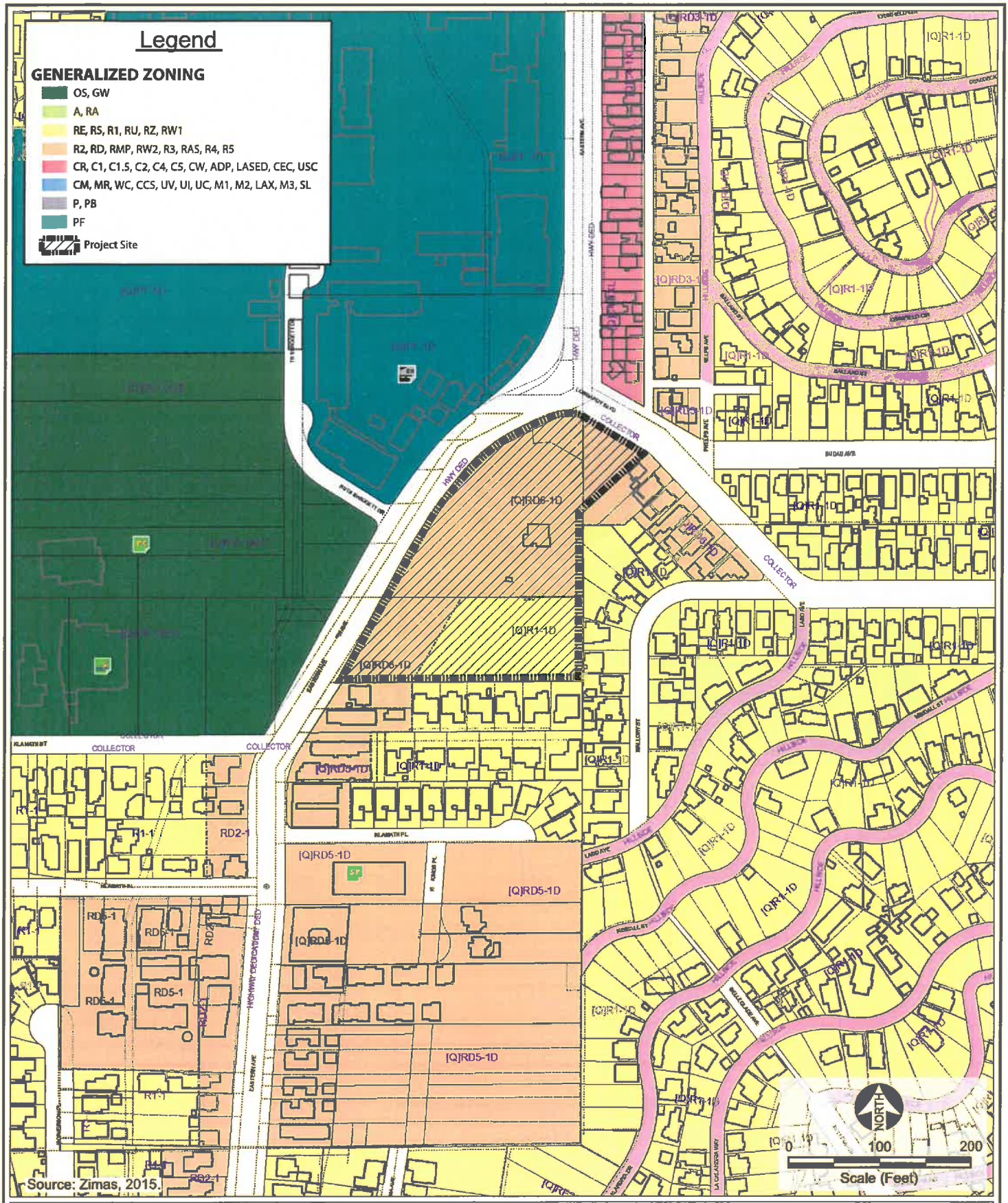
RIGHT ELEVATION

REAR ELEVATION

Source: KTGY Architecture + Planning, 2015.

CAJA Environmental Services, LLC

Figure II-9
Plan 1 Elevation Alternative 1



Source: Zimas, 2015.

CAJA Environmental Services, LLC

Figure II-4
Existing Zoning

CAJA Environmental Services, LLC

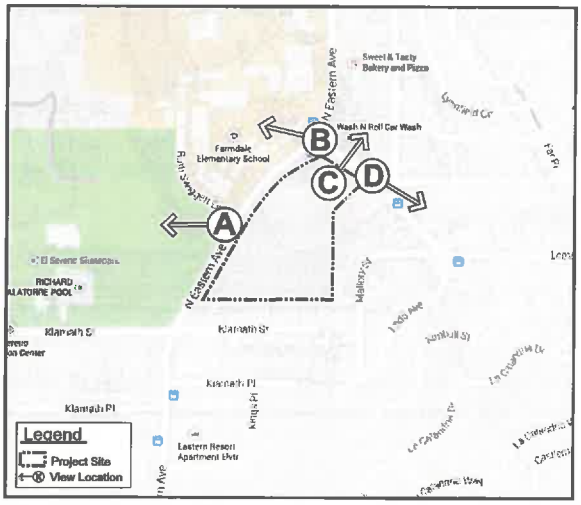
Figure II-5
Existing Zoning

Photo A: View of the park located to the west of the Project site.

Photo B: View of the school located to the northwest of the Project site.

Photo C: View of the mix of land uses, located to the north of the Project site.

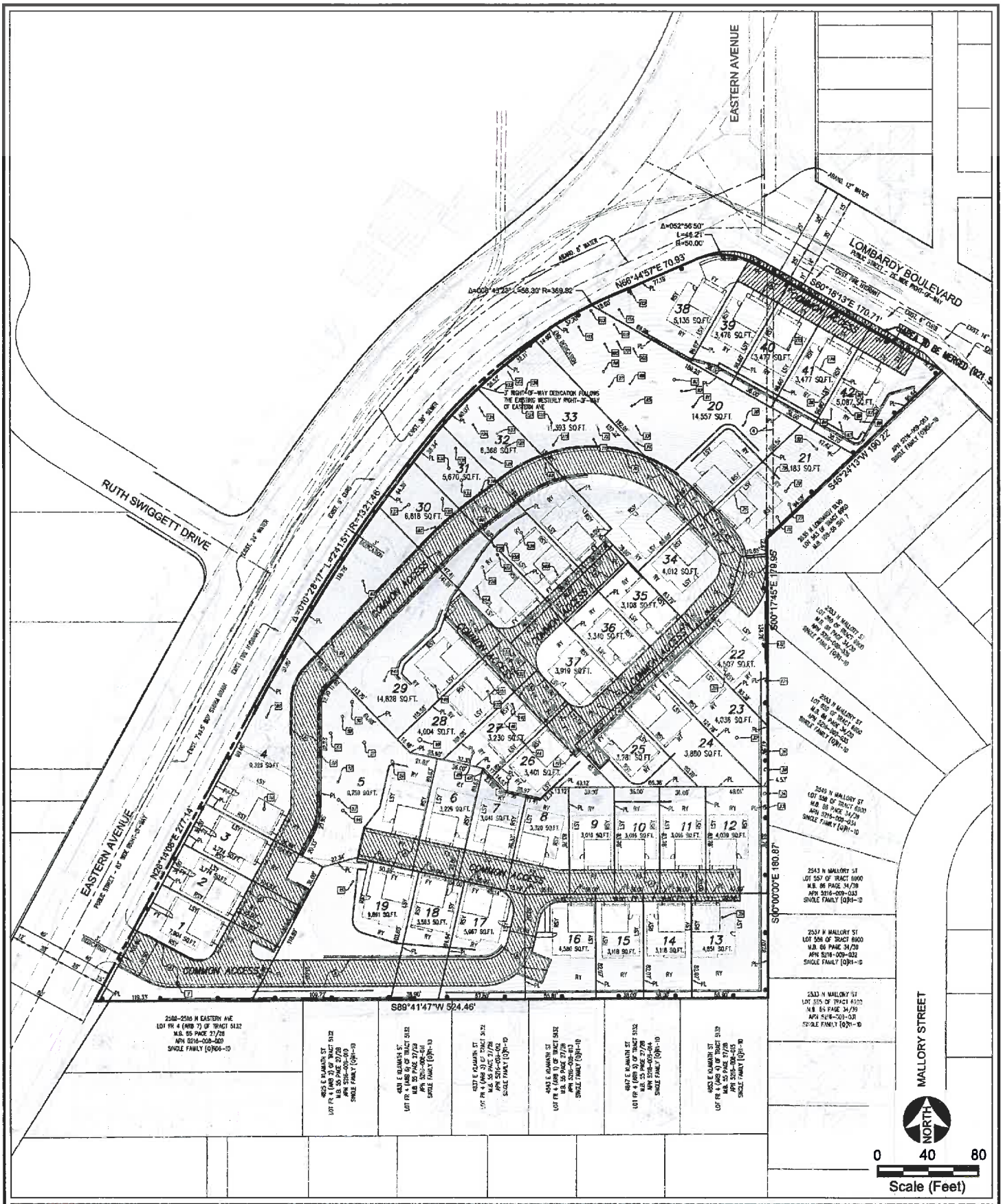
Photo D: View toward the residential development located to the north and west of the Project site.



View Location Map

CAJA Environmental Services, LLC

Figure II-6
Views of Surrounding Uses



CAJA Environmental Services, LLC

Figure II-7
Project Site Plan

City of Los Angeles
Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

MITIGATED NEGATIVE DECLARATION

NORTHEAST LOS ANGELES COMMUNITY PLAN AREA

El Sereno Project

Case Number: ENV-2015-1918-MND, VTT-73531, APCE-2015-2048-ZC-ZAD

Project Location: 2520, 2532, 2608, 2668 North Eastern Avenue and 2647, 2649, 2651 Lombardy Boulevard, Los Angeles, California, 90032

Council District: 14

Project Description: The Project site includes three contiguous infill lots totaling approximately 212,750 square feet, located at the south corner of Eastern Avenue and Lombardy Boulevard in the Northeast Los Angeles Community Plan Area of the City of Los Angeles. The land use designation for the Project site is Low Residential, and the Project site is zoned [Q]R1-1D and [Q]RD6-1D. The Project includes development of the Project site with 42 single-family residential homes, one home per parcel. Each house would have 3-4 bedrooms and a two-car garage. The homes would range in size from approximately 1,729 square feet to 2,279 square feet. In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City: 1) Vesting Tract Map (VTT) for Small Lot Purposes per LAMC Section 17.03 – Request is for a Vesting Tentative Tract Map to create forty-two (42) single-family lots in accordance with the Small Lot Subdivision Ordinance No. 176,354 in the Northeast Los Angeles Community Plan; 2) Vesting Zone Change (ZC) per LAMC Section 12.32 – Request to permit a change of zone from [Q]R1-1D and [Q] RD6-1D to (T)(Q)RD5-1D; 3) Zoning Administrator's Determination (ZAD) per LAMC Section 12.24 X.26 – Request is to allow twenty-three (23) walls varying in height from 3½ feet to 7.5 feet in lieu of the maximum of two (2) 10-foot retaining walls otherwise required in LAMC Section 12.21 C.8(a); and 4) Haul Route Approval from the Board of Building and Safety Commission.

APPLICANT:	PREPARED BY:	ON BEHALF OF:
Clearwater Communities, LLC 4685 MacArthur Court, Suite 375 Newport Beach, CA 92660	CAJA Environmental Services 11990 San Vicente Boulevard Los Angeles, CA 90049	The City of Los Angeles ~~Department of City Planning~~ Environmental Analysis Section

update?

April 2016

IV. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

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

Less Than Significant Impact. Views from the Project site and immediate area primarily include those of the mix of urban land uses that define the area, including single- and multi-family residential development, a school, a park, commercial land uses, and roadway and utility infrastructure. Intermittent views of the San Gabriel Mountains are available to the north of the Project area, but these views are limited by existing terrain and development. Scenic vistas are available from public trails atop the hill toward the west of the Project site associated with the Ascot Hills Park. However, the Project site is lower in elevation than this location and would not occlude scenic views available from the park. Therefore, Project impacts related to scenic vistas would be less than significant.

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

Less Than Significant With Mitigation Incorporated. No scenic highways are located in proximity to the Project site. No rock outcroppings or historic buildings are located on the Project site. A Tree Preservation Report was prepared for the Project that identified 102 protected trees measuring 4-inch trunk diameter or larger and 72 non-protected measuring 8-inch trunk diameter or larger (refer to Appendix A).[1] Of the 102 protected trees, 34 would be retained in place, and 68 would be removed. Of the 72 non-protected trees, 8 would be retained in place, and 64 would be removed. However, as required by the City of Los Angeles (the "City") and as outlined in Mitigation Measures 1-1 and 1-2, the removed non-protected trees would be replaced on the Project site at a 1:1 ratio, and the removed protected trees would be replaced on the Project site at a 2:1 ratio. Additionally, prior to preparation of the Tree Survey, the owner of the Project site cut down and removed 8 protected trees. To mitigate for the loss of these trees, the City's Urban Forestry Department will require the Project Applicant to replace these trees at a 4:1 ratio (refer to Mitigation Measure 1-3). Therefore, with implementation of these mitigation measures, the Project would not result in any significant impacts related to trees.

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

Less than Significant Impact. The Project site area is characterized by a mix of urban/sub-urban land uses, including single-family residential to the northeast, east, and south; a park to the west; a school to

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[1] *Tree Preservation Report, Arborgate Consulting, Inc., January 5, 2016.*

the northwest; and commercial to the north along Eastern Avenue. The Project includes development of 42 single-family homes, similar to those adjacent to the Project site and within the area. The size, height, and massing of the homes would comply with all Los Angeles Municipal Code (the "LAMC") requirements. Also, the design of the proposed homes would be required to comply with the City's design requirements (i.e., height, building materials, landscaping, etc.). The homes would be developed to accommodate the topography of the Project site, stepping up or down the hillside where necessary to minimize the amount of grading needed at the site and the change to the existing topography of the site. The visual character of the Project would conform to the visual character of the surrounding area. Therefore, no Project impacts related to visual character would occur.

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

Less Than Significant Impact. The Project site is located in the Northeast Los Angeles Community Plan area of the City that is developed with urban land uses, including single- and multi-family residential development, a school, a park, commercial land uses, and roadway and utility infrastructure, all of which produce light and glare (e.g., indoor/outdoor lighting, windows, light-colored surfaces, etc.) typical of such urban uses in the City. The Project site is an infill site that is currently not developed with any structures and does not include any sources of light or glare.

The Project would include interior and exterior lighting that complies with the LAMC to minimize the effect of the new sources of lighting that would be introduced. The Project would not include sources of nighttime illumination that would adversely affect nighttime views in the area, and no spill-over lighting would occur. Specifically, LAMC Section 91.6205 requires that new lighting sources not exceed 1 foot-candle of new light spillover at residential property lines. Also, the Project would be required to use non-reflective glass, pursuant to LAMC Section 93.0117. For these reasons, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, Project impacts related to light and glare would be less than significant.

Mitigation Measures

1-1: Non-Protected Trees

- Prior to issuance of any permit related to development of the Project, a plot plan shall be prepared for the Project, indicating the location, size, type, and general condition of all existing trees on the Project site and within the adjacent public right(s)-of-way.

- All significant (8-inch or greater 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 shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees located within the parkway of the adjacent public-right(s)-of-way may be counted toward replacement tree requirements.

- Removal or planning of any tree in the public right-of-way shall require approval of the Board of Public Works. All trees in the public right-of-way shall be provided in the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

1-2 Protected Trees

- All protected tree removals shall require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 15-inch box in size) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of the trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.

1-4 Previously Removed Trees

- The previously removed protected trees shall be replaced at a 4:1 ratio, a minimum of 48-inch box in size.

1-4 All Trees

- Protection Barrier: A protection barrier shall be installed around the construction area as shown on the map included in the Tree Preservation Report (refer to Appendix A). The barrier shall be 6-foot-high chain-link fencing. Twelve-inch-high silt fence shall be attached to the base of the fence with the bottom edge buried 1-2 inches. The barrier may be placed on the line shown on the map or closer to construction, but not further. The fencing shall be maintained in good repair throughout the duration of the Project, and shall not be removed, relocated, or encroached upon without permission of the arborist involved.
- Storage of Materials: There shall be NO storage of materials or supplies of any kind inside the area of the protection fencing. Concrete and cement materials, block, sand and soil shall not be placed within the drip-line of any tree to remain.

- Fuel Storage: Fuel storage shall NOT be permitted within 150 feet of any tree to be preserved. Refueling, servicing and maintenance of equipment and machinery shall NOT be permitted within 150 feet of protected trees.

- Debris and Waste Materials: Debris and waste from construction or other activities shall NOT be permitted outside the construction area. Wash down of concrete or cement handling equipment, in particular, shall NOT be permitted within 150 feet of protected trees.

- Planting near Trees Designated for Protection: Any digging within designated protection zones shall done using supersonic air directly as the digging medium, by means of a nozzle, whose nominal rated input pressure (available from manufacturer's literature) must not exceed 130 psig (pounds per square inch at gage) unless otherwise approved. Nozzles designed for input above 130 psig can damage fine roots. Air compressors rated between 100 to 125 psig recommended.

- Grade Changes: Any grade changes within the protection radius listed should be approved by a Registered Consulting Arborist before construction begins, and precautions taken to mitigate potential injuries. Grade changes can be particularly damaging to trees. Even as little as two inches of fill can cause the death of a tree. Lowering the grade can destroy major portions of a root system.

- Damages: Any tree damages or injuries should be reported to the project arborist as soon as possible. Severed roots shall be cut cleanly to healthy tissue, using proper pruning tools. Broken branches or limbs shall be pruned according to International Society of Arboriculture Pruning Guidelines and ANSI A-300 Pruning Standards.

- Preventive Measures: Pruning of the tree canopies and branches should be done at the direction of the project arborist to remove any dead or broken branches, and to provide any necessary clearances for the construction work or equipment.

2. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project site is not included in the Important Farmland category.[2] Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. No impacts would occur.

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

No Impact. The Project site is not zoned for agricultural use, and the site is not under Williamson Act Contract.[3] Thus, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is not zoned as forest land or timberland. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site does not contain any forest land. Therefore, no impacts related to this issue would occur.

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2 *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland, 1998.*

3 *Ibid.*

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

No Impact. The Project site and surrounding area are developed with single- and multi-family residential land uses. No agricultural uses are located on the Project site or within the area. Therefore, no impacts related to this issue would occur.

3. AIR QUALITY

The information below is based on the Air Quality Study prepared by DKA Planning (refer to Appendix B).

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.[4] The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

[4] *Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.*

- Ozone (O_3) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

  $PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung

diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern.

  Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

Regulatory Setting

Federal

The United States Environmental Protection Agency (the "USEPA") is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. The USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in states other than California, where automobiles must meet stricter emission standards set by the California Air Resources Board (CARB).

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires the USEPA to designate areas as attainment, non-attainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized on Table IV-1. The USEPA has classified the South Coast Air Basin as non-attainment for O_3, $PM_{2.5}$, and PM_{10} and maintenance for CO and NO_2.

State

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The state standards are summarized on Table IV-1.

The CCAA requires CARB to designate areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as non-attainment. Under the CCAA, the Los Angeles County portion of the South Coast Air Basin is designated as a non-attainment area for O_3, $PM_{2.5}$, and PM_{10}.[5]

[5] *CARB, Area Designation Maps, available at http://www.arb.ca.gov/desig/adm/adm.htm, accessed August 17, 2013.*

Table IV-1
State and National Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.075 ppm (147 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Non-attainment
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	15 µg/m^3	Non-attainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Non-attainment	53 ppb (100 µg/m^3)	Maintenance
	1-hour	0.18 ppm (338 µg/m^3)	Non-attainment	100 ppb (188 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Non-attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Attainment

[1] *N/A = CARB has not determined 8-hour O_3 attainment status*
Source: CARB, Ambient Air Quality Standards, and attainment status, accessed October 20, 2014, (www.arb.ca.gov/desig/adm/adm.htm).

Local

South Coast Air Quality Management District

The 1977 Lewis Air Quality Management Act merged four air pollution control district to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source

emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. The Southern California Association of Governments (SCAG) assists by preparing the transportation portion of the AQMP. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour $PM_{2.5}$ strategy standard by 2014.

In addition to criteria pollutants, the SCAQMD also regulates air toxics. A cornerstone of its work was the development of the Multiple Air Toxics Exposure Study (MATES-III). The monitoring program measured more than 30 air pollutants, including both gases and particulates, and estimated the risk of cancer from breathing toxic air pollution throughout the region. MATES-III found that the cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million. An addendum to the plan was completed in March 2004 that included an update on the implementation of the mobile and stationary source strategies.

In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

City of Los Angeles

The Project is located in the Northeast Los Angeles Community Plan Area. Air quality policies are governed by the City's General Plan, which includes an Air Quality Element. Adopted on November 24, 1992, the Element includes six key goals that relate directly or indirectly to air quality:

1. Good air quality in an environment of continued population growth and healthy economic structure.

2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.

3. Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

4. Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

6. Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

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

Less Than Significant Impact. In the case of projects proposed within the City or elsewhere in the South Coast Air Basin (the "Basin"), the applicable plan is the 2012 Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The regional ozone attainment plan centers on accommodating population growth forecasts by SCAG. Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City by 2020.

The Project site is currently R1-1 (One-Family Zone, Height District 1). The Northeast Los Angeles Community Plan land use designation for the site is Low Residential. The type of land use proposed as part of the Project (single-family residential) are allowed under the existing zoning and land use designation for the Project site. As discussed in more detail in response to Checklist Question 13a, as shown on Table IV-22, the Project would represent a negligible percent of the estimated population and housing growth in the City. The Project's residents and housing units would be within the forecasted population and housing SCAG and City estimates. Additionally, the Project would help achieve a portion of the household growth forecast for the City by adding housing to meet the need for housing identified in the City's Regional Housing Needs Assessment (the "RHNA"), while also being consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled (VMT) as called for in SCAG's 2008 Regional Comprehensive Plan and 2012-2035 RTP and SCAQMD's AQMP. The Project would not substantially induce housing growth beyond forecasted levels. Instead, the Project would accommodate a

portion of forecasted housing demand currently forecasted for the City, including low-income housing. Thus, the Project would not represent a substantial or significant growth as compared to projected growth.

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

Less Than Significant With Mitigation. Both short-term impacts occurring during construction and long-term effects related to the ongoing operation of the Project are discussed. This analysis focuses on two levels of impacts: pollutant emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutants released into the air. "Concentrations" refer to the amount of pollutant material per volumetric unit of air, as measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

Construction – Regional Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2013.2.2 model using assumptions from the Project's developer, including the Project's construction schedule of 24 months. Key assumptions include export of up to 28,500 cubic yards of soils; site preparation (two weeks), grading phase (12 weeks), wet utilities (6 weeks), paving (2 weeks), and construction phase (21.5 months). Project grading would be remedial and exempt from the City's Baseline Hillside Ordinance.

As shown on Table IV-2, the construction of the Project would produce VOC, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. However, prior to mitigation, NO_X emissions during the grading process would exceed the thresholds for this ozone precursor. As a result, prior to mitigation, construction of the Project could contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). However, with implementation of Mitigation Measures 3-1 through 3-5, Project impacts related to regional construction emissions would be less than significant (refer to Table IV-4 shown after the list of Air Quality mitigation measures).

Construction – Local Emissions

In terms of local air quality, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. However, construction activities could produce PM_{10} and $PM_{2.5}$ emissions that would exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the site preparation phase (refer to Table IV-2), which is planned for a two-week period. However, with implementation of Mitigation Measures 3-1 through 3-5, Project impacts related to localized construction emissions would be less than significant (refer to Table IV-4 shown after the list of Air Quality mitigation measures).

Table IV-2
Estimated Daily Construction Emissions for the Project - Unmitigated

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation						
On-Site Emissions	5	55	41	<1	21	13
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	5	55	42	<1	21	13
Grading						
On-Site Emissions	9	105	59	<1	11	8
Off-Site Emissions	1	13	13	<1	2	1
Total Emissions	10	118	72	<1	13	9
Wet Utilities						
On-Site Emissions	3	29	19	<1	2	2
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	3	29	20	<1	2	2
Building Construction						
On-Site Emissions	4	31	20	<1	2	2
Off-Site Emissions	<1	<1	2	<1	<1	<1
Total Emissions	4	31	22	<1	2	2
Architectural Coatings						
On-Site Emissions	13	2	2	<1	<1	<1
Off-Site Emissions	<1	<1	<1	<1	<1	<1
Total Emissions	13	2	2	<1	<1	<1
Paving						
On-Site Emissions	2	18	13	<1	1	1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	2	18	14	<1	1	1
Maximum Regional Total	13	118	72	<1	21	13
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	Yes	No	No	No	No
Maximum Localized Total	13	105	59	<1	21	13
Localized Significance Threshold	--	161	1,861	--	16	8
Exceed Threshold?	No	No	No	No	Yes	Yes

Source: DKA Planning, 2015 based on CalEEMod 2013.2.2 model runs. LST analyses based on 5 acre site with 25 meter distances to receptors in Central Los Angeles source receptor area.

Operation – Regional Emissions

Table IV-3 shows the estimated daily emissions associated the operational phase of the Project. As shown, operation of the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's thresholds. Therefore, Project impacts related to operational pollutant emissions would be less than significant.

Table IV-3
Estimated Daily Project Operational Emissions

Emissions Source	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source	2	<1	3	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	1	4	17	<1	3	1
Total Regional Emissions	4	5	21	<1	3	1
Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Total Localized Emissions	**3**	**<1**	**3**	**<1**	**<1**	**3**
Localized Significance Threshold	**-**	**80**	**498**	**-**	**4**	**-**
Exceed Threshold?	N/A	No	No	N/A	No	N/A

Source: DKA Planning 2015 based on CalEEMod 2013.2.2 model runs. LST analysis based on 5 acre site with 25 meter distances to receptors in Central Los Angeles source receptor area.

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

Less Than Significant With Mitigation. The SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project's emissions is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[6] The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As discussed in response to Checklist Question 3b, with mitigation, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. As such, the Project's contribution to cumulative pollutant emissions would not be considerable.

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[6] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

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

Less Than Significant Impact. SCAQMD recommends an evaluation of potential localized CO impacts when vehicle-to-capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse, and/or when the LOS for an intersection worsens from C to D or worse. Traffic volumes that meet these criteria have the potential to result in CO "hotspots." The Project includes development of 42 single-family residential homes, which would generate approximately 24 AM peak-hour trips, 16 PM peak-hour trips, and 400 daily trips. Project traffic would not change LOS at any of the intersections near the Project site (refer to Table IV-28 later in this section). Thus, Project traffic would not have the potential to result in CO hotspots. Additionally, as discussed in response to Checklist Question 3b, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. As such, the Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, Project impacts related to this issue would be less than significant.

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

No Impact. The Project includes development of 42 single-family residential homes on the Project site and would not generate any odors. Therefore, the Project would not create objectionable odors affecting a substantial number of people.

Mitigation Measures (Air Quality)

To ensure that the Project would not result in any significant impacts related to construction emissions, the following mitigation measures are required (refer to Table IV-4):

3-1: All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

3-2: Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

3-3: At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

Table IV-4
Estimated Daily Construction Emissions for the Project - Mitigated

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation						
On-Site Emissions	2	23	31	<1	8	5
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	2	23	32	<1	8	5
Grading						
On-Site Emissions	7	85	57	<1	6	5
Off-Site Emissions	1	13	13	<1	1	<1
Total Emissions	8	98	70	<1	7	5
Wet Utilities						
On-Site Emissions	<1	<1	17	<1	<1	<1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	<1	<1	18	<1	<1	<1
Building Construction						
On-Site Emissions	<1	3	19	<1	<1	<1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	<1	3	20	<1	<1	<1
Architectural Coatings						
On-Site Emissions	12	<1	2	<1	<1	<1
Off-Site Emissions	<1	<1	<1	<1	<1	<1
Total Emissions	12	<1	2	<1	<1	<1
Paving						
On-Site Emissions	<1	<1	14	<1	<1	<1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	<1	<1	15	<1	<1	<1
Maximum Regional Total	12	98	70	<1	8	5
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	12	85	57	<1	8	5
Localized Significance Threshold	--	161	1,861	--	16	8
Exceed Threshold?	No	No	No	No	No	No

Source: DKA Planning, 2015 based on CalEEMod 2013.2.2 model runs. LST analyses based on 5 acre site with 25 meter distances to receptors in Central Los Angeles source receptor area.

3-4: Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-dieselengines&parent=vehicle-engine-upgrades.

3-5: Construction activities shall comply with SCAQMD Rule 403, including the following measures:

- Apply water to disturbed areas of the site three times a day
- Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
- Limit soil disturbance to the amounts analyzed in the Final MND.
- All materials transported off-site shall be securely covered.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

4. BIOLOGICAL RESOURCES

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

Less Than Significant With Mitigation Incorporated. The Project site is located in a fairly urbanized area of the City and is surrounded by existing residential development. The Project site is an infill site that is not currently developed with any structures and contains some vegetation, and but the site does not support any sensitive species. However, the Project site does contain 174 trees, 102 of which would be removed as part of the Project. Depending on the time of year that the Project site is developed, nesting birds (which are protected by law) could be using the trees on the Project site. As such, the Project Applicant would be required to implement Mitigation Measure 4-1 to ensure that no significant impacts related to nesting birds would occur. Therefore, impacts related to this issue would be less than significant.

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

No Impact. The Project site is located in a fairly urbanized area of the City. The Project site is an infill site that is not currently developed with any structures and does not contain any riparian habitat or sensitive natural community. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is located in a fairly urbanized area of the City. The Project site is an infill site that is not currently developed with any structures and does not contain any wetlands or other areas subject to the jurisdiction of the US Army Corps of Engineers, California Department of Fish and Wildlife, or State Water Resources Control Board under the Clean Water Act. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is located in a fairly urbanized area of the City and is surrounded by existing residential development and roadway and utility infrastructure. The Project site is an infill site that is not currently developed with any structures and contains some vegetation, but given the developed nature of the Project area, the area is not used as a significant wildlife corridor. Additionally, there are no waterways in the Project area that are used by migratory fish, and there are no wildlife nursery sites in the area. Therefore, the Project would not 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, and no impacts related to this issue would occur

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

Less Than Significant With Mitigation Incorporated. As discussed previously, a Tree Preservation Report was prepared for the Project that identified 102 protected trees measuring 4-inch trunk diameter or larger and 72 non-protected measuring 8-inch trunk diameter or larger (refer to Appendix A). Of the 102 protected trees, 34 would be retained in place, and 68 would be removed. Of the 72 non-protected trees, 8 would be retained in place, and 64 would be removed. However, as required by the City of Los Angeles (the "City") and as outlined in Mitigation Measures 1-1 through 1-7, the removed non-protected trees would be replaced on the Project site at a 1:1 ratio, and the removed protected trees would be replaced on the Project site at a 2:1 ratio. Therefore, with implementation of these mitigation measures, the Project would not result in any significant impacts related to trees.

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

No Impact. The Project site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. Therefore, the Project would 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.

Mitigation Measures (Biological Resources)

To ensure that the Project would not result in any significant impacts related to nesting species, the following mitigation measure is required:

4-1: To avoid potential significant impacts to nesting birds, including migratory birds and raptors, one of the following shall be implemented by the Project Applicant:

- Conduct vegetation removal associated with construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below.

  OR…

- Conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct weekly pre-construction bird surveys no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nests shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City and County, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

5. CULTURAL RESOURCES

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

No Impact. No historical resources are located at the Project site. No historical resources would be affected by the Project, and no impacts related to this issue would occur.

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

Less Than Significant Impact. The Project site is vacant and does not contain any structures. Based on a records search conducted by the South Central Coast Information Center (refer to Appendix C), no archaeological sites have been recorded within the Project site. However, it is possible that unknown archaeological resources could exist at the Project site, given that significant archaeological resources have been identified in the Los Angeles area. As such, prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find shall stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains shall be treated in accordance with state law. Through compliance with these requirements, potential Project impacts to unknown archaeological resources would be less than significant.

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

Less Than Significant Impact. A records search was conducted with the Los Angeles County Natural History Museum to determine the likelihood for unique paleontological resources to occur at the Project site (refer to Appendix C). The records search revealed that no paleontological resources are known to exist at the Project site. However, fossils have been found in the sedimentary deposits that exist within the Project area and at the Project site.[7] Thus, it is possible that unknown resources could be encountered

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[7] *Los Angeles County Natural History Museum, Paleontological Resources Search Letter, October 27, 2014 (refer to Appendix C).*

during the Project's excavation phase. However, prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with State Law. Through compliance with these requirements, potential Project impacts to unknown paleontological resources or sites, or unique geologic features would be less than significant.

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

Less Than Significant Impact. The Project site is vacant and does not contain any structures. No human remains are known to exist at the Project site. However, in accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Through compliance with this regulation, potential Project impacts to human remains would be less than significant.

6. GEOLOGY AND SOILS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project site.[8] Thus, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault on the Project site. Therefore, no significant impacts related to this issue would occur.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. Given the Project site's location in a seismically active region, the Project site could experience seismic groundshaking in the event of an earthquake. However, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code and applicable recommendations made in a Final Geotechnical Report prepared for the Project. Conformance with the City's current Building Code requirements would minimize the potential for structural failure, injury, and loss of life during an earthquake event and thus, not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, Project impacts related to groundshaking would be less than significant.

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

No Impact. A portion of the Project site is delineated by the state to be conducive to liquefaction. However, according to the Geologic & Geotechnical Engineering Review prepared for the Project, following grading of the site that occur during the Project's construction phase, the site would be underlain by compacted fill placed on dense older alluvium and bedrock, and liquefaction would not pose a threat to the Project site. Therefore, no significant impacts related to this issue would occur.

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[8] *Geologic & Geotechnical Engineering Review, GeoSoils Consultants, Inc. January 2015. (Refer to Appendix D.)*

(iv) Landslides?

Less Than Significant Impact. The Project site contains hillsides and is located in an area with known landslides.[9] However, slope stability analyses conducted at the Project site indicate factors of safety above minimum Building Code values. Additionally, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted LAMC and applicable recommendations made in a Final Geotechnical Report prepared for the Project. Conformance with the City's current Building Code requirements would minimize the potential for structural failure, injury, and loss of life during an earthquake event and thus, not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, Project impacts related to landslides would be less than significant.

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

Less Than Significant Impact. During the Project's construction phase, the Project developer would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site. Also, the Project developer would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during the construction phase. Additionally, during the Project's operational phase, most of the Project site would be developed with impervious surface, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Thus, no significant impacts related to erosion would occur as a result of Project operation.

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[9] *Ibid*

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

Less Than Significant Impact. Considering that the Project site includes hillside areas and the Project would include cut and fill slopes, unstable soils could be encountered at the Project site. However, as discussed previously, the Project Applicant would be required to prepare (or have prepared) a Final Geotechnical Report that would address the building standards and recommendations that shall be followed in order to develop the Project building in accordance with building standards that apply to building within the types of soils found at the site, including areas prone to landslide. Through compliance with the City's building code and recommendations of a Final Geotechnical Report, impacts related to soil instability would be less than significant.

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

Less Than Significant Impact. According to Ray A. Eastman (refer to Appendix D), soils at the Project site have a high expansive potential. As stated previous, the Project Applicant would be required to prepare (or have prepared) a Final Geotechnical Report that would address the building standards and recommendations that shall be followed in order to develop the Project building in accordance with building standards that apply to building within the types of soils (including expansive soils) found at the site. Through compliance with the City's building code and recommendations of a Final Geotechnical Report, impacts related to expansive soils would be less than significant.

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

No Impact. The Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Therefore, no impacts related to this issue would occur.

7. GREENHOUSE GAS EMISSIONS

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

Less Than Significant Impact. The analysis of Project impacts related to greenhouse gas (GHG) emissions is based on the Greenhouse Gases Impact Report, prepared by DKA Planning, Inc. (refer to Appendix B).

Background

Various gases in the Earth's atmosphere, classified as atmospheric GHG emissions, play a critical role in determining the Earth's surface temperature. Solar radiation entering Earth's atmosphere is absorbed by the Earth's surface. When the Earth emits this radiation back toward space, the radiation changes from high-frequency solar radiation to lower-frequency infrared radiation. GHG emissions are transparent to solar radiation and absorb infrared radiation. As a result, radiation that otherwise would escape back into space is now retained, warming the atmosphere. This phenomenon is known as the greenhouse effect.

GHG emissions that contribute to the greenhouse effect include:

- Carbon Dioxide (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO_2 emissions from motor vehicles occur during operation of vehicles and operation of air conditioning systems. CO_2 comprises over 80 percent of GHG emissions in California.[10]

- Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment. Mobile sources represent 0.5 percent of overall methane emissions.[11]

- Nitrous Oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. Mobile sources represent about 14 percent of N_2O emissions.[12] N_2O emissions from motor vehicles generally occur directly from operation of vehicles.

- Hydrofluorocarbons (HFCs) are one of several high global warning potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

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[10] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

[11] *United States Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2003, April 2005 (EPA 430-R-05-003)*

[12] *United States Environmental Protection Agency, U.S. Adipic Acid and Nitric Acid N2O Emissions 1990-2020: Inventories, Projections and Opportunities for Reductions, December 2001*

- Perfluorocarbons (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.

- Sulfur Hexafluoride (SF_6) is another high GWP gas that is not naturally occurring and are generated in a variety of industrial processes. Emissions of SF_6 are generally negligible from motor vehicles.

For most non-industrial development projects, motor vehicles make up the bulk of GHG emissions, particularly carbon dioxide, methane, nitrous oxide, and HFCs.[13] The other GHGs are less abundant but have higher GWP than CO_2 (refer to Table IV-5). To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. High GWP gases such as HFCs, PFCs, and SF_6 are the most heat-absorbent.

Table IV-5
Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Global Warming Potential
Carbon Dioxide (CO_2)	1
Methane (CH_4)	28
Nitrous Oxide (N_2O)	265
Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs)	7,000 – 11,000
Sulfur Hexafluoride (SF_6)	23,500
Source: California Air Resources Board, First Update to the Climate Change Scoping Plan. May 2014.	

The effects of increasing global temperature are difficult to quantify. In general, increases in the ambient global temperature as a result of increased GHGs is anticipated to result in rising sea levels which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the

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[13] *California Air Resources Board, Climate Change Emission Control Regulations, 2004*

increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system. If sea level rise occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, migration or failure of species to migrate in time to adapt to the perturbations in climate, could also result.

While efforts to reduce the rate of GHG emissions continue, the State has developed a strategy to begin the process of adapting the State's infrastructure to the impacts of climate change. The 2009 California Climate Adaptation Strategy analyzed risks and vulnerabilities and proposes strategies to reduce risks. The Strategy began an ongoing process of adaptation, as directed by Governor Schwarzenegger's Executive Order S-13-08. The Strategy analyzed two components of climate change: (1) projecting the amount of climate change that may occur using computer-based global climate models and (2) assessing the natural or human systems' abilities to cope with and adapt to change by examining past experience with climate variability and extrapolating from this to understand how the systems may respond to the additional impact of climate change. The Strategy's key preliminary adaptation recommendations included the following:

- Appointment of a Climate Adaption Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020 from 2011 levels;
- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;
- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant State projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from climate change;
- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of General Plans and Local Coastal Plans to address climate change impacts and to develop local risk reduction strategies; and

- Inclusion of climate change impact information into fire program planning by State fire fighting agencies.

Regulatory Setting

International

Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States (the "U.S.") joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (the "UNFCCC") agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG emissions in the U.S. The plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto Protocol (the "Protocol") is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Protocol are met, global GHG emissions could be reduced an estimated five percent from 1990 levels during the first commitment period of 2008-2012. Notably, while the U.S. is a signatory to the Kyoto protocol, Congress has not ratified the Protocol and the U.S. is not bound by the Protocol's commitments. In December 2009, international leaders from 192 nations met in Copenhagen to address the future of international climate change commitments post-Protocol.

The major feature of the Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions. The targets amount to an average of five percent reduction levels against 1990 levels over the five-year period 2008-2012. The major distinction between the Protocol and the UNFCCC is that while the UNFCCC encouraged industrialized countries to stabilize GHG emissions, the Protocol commits them to do so. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

Negotiations after the Protocol have continued in an attempt to address the period after the first "commitment period" of the Protocol, which is set to conclude at the end of 2012. In Durban, South Africa, in 2011, parties to the protocol agreed in principle to negotiate a new comprehensive and legally binding climate agreement by 2015 to enter into force for all parties from 2020. However, significant divisions remain in determining the parameters of any such new protocol, including its enforcement mechanisms and the degree to which developing economies will begin to be subject to binding emissions targets.

The Western Regional Climate Action Initiative (WCI)

The Western Regional Climate Action Initiative (the "WCI") is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15 percent below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that this would require 2007 levels to be reduced worldwide between 50 percent and 85 percent by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach. The California Air Resources Board's (CARB) planned cap and-trade program, discussed below, is also intended to link California and the other member states and provinces.

Federal

The United States Environmental Protection Agency (the "U.S. EPA") has historically not regulated GHGs because it determined the Clean Air Act did not authorize it to regulate emissions that addressed climate change. In 2007, the U.S Supreme Court found that GHGs could be considered within the Clean Air Act's definition of a pollutant.[14] In December 2009, U.S. EPA issued an endangerment finding for GHGs under the Clean Air Act, setting the stage for future regulation. In September 2009, the National Highway Traffic Safety Administration and U.S. EPA announced a joint rule that would tie fuel economy to GHG emission reduction requirements. By 2016, this could equate to an overall light-duty vehicle fleet average fuel economy of 35.5 miles per gallon.

In June 2013, President Obama announced a Climate Action Plan that calls for a number of initiatives, including funding $8 billion in advanced fossil energy efficiency projects, calls for federal agencies to develop new emission standards for power plants, invests in renewable energy sources, calling for adaptation programs, and leading international efforts to address climate change. In September 2013, U.S. EPA announced its first steps to implement a portion of the Obama Climate Action Plan by proposing carbon pollution standards for new power plants.

Vehicle Standards

Other regulations have been adopted to address vehicle standards including the U.S. EPA and National Highway Traffic Safety Administration (the "NHTSA") joint rulemaking for vehicle standards.

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[14] *Massachusetts v. Environmental Protection Agency et al [127 S. Ct. 1438 (2007])*

- On March 30, 2009, the NHTSA issued a final rule for model year 2011.[15]
- On May 7, 2010, the U.S. EPA and the NHTSA issued a final rule regulating fuel efficiency and GHG emissions pollution from motor vehicles for cars and light-duty trucks for model years 2012–2016.[16]
- On August 9, 2011, U.S. EPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal GHG emissions and fuel economy standards for model year 2017-2025 light-duty vehicles.[17]
- NHSTA intends to set standards for model years 2022-2025 in a future rulemaking.[18]
- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the U.S. EPA and the NHTSA announced fuel economy and GHG emissions standards for medium- and heavy-duty trucks that applies to vehicles from model year 2014–2018.[19]

Energy Independence and Security Act (the "EISA")

Among other key measures, the EISA would do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile:

1) Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

2) Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy

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[15] *NHSTA. 2009. Average Fuel Economy Standards Passenger Cars and Light Trucks Model Year 2011, Final Rule. 75 Fed. Reg. 25324.*

[16] *U.S. EPA. 2010. Light Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, Final Rule. 75 Fed. Reg. 25324.*

[17] *Available: http://www.gpo.gov/fdsys/pkg/FR-2011-08-09/pdf/2011-19905.pdf. Accessed May 2014.*

[18] *NHSTA. 2012. 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards. 77 Fed. Reg. 62624.*

[19] *U.S. EPA Office of Transportation and Air Quality. 2011. EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium-and Heavy-Duty Vehicles. Available: http://www.epa.gov/otaq/climate/documents/420f11031.pdf. Accessed May 2014.*

efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

3) While superseded by NHTSA and U.S. EPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

State

California has adopted a series of laws and programs to reduce emissions of GHGs into the atmosphere. Assembly Bill (AB) 1493 was enacted in September 2003 and requires regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by vehicles used for personal transportation. On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency formed a Climate Action Team that recommended strategies that can be implemented by State agencies to meet GHG emissions targets.

In September 2006, AB 32 was signed into law by Governor Arnold Schwarzenegger, focusing on achieving GHG emissions equivalent to statewide levels in 1990 by 2020. It mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. A companion bill, Senate Bill (SB) 1368, requires the California Public Utilities Commission and the California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the state.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions. On June 1, 2007, CARB adopted three early action measures: setting a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[20] On October 25, 2007, CARB approved measures improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs from the semiconductor industry,

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[20] *California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.*

reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emissions from the non-electricity sector. CARB determined that the total statewide aggregated GHG 1990 emissions level and 2020 emissions limit is 427 million metric tons of CO_2e. The 2020 target reductions are currently estimated to be 174 million metric tons of CO_2e.

CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. This Scoping Plan, which was developed by CARB in coordination with the Climate Action Team, was first published in October 2008 (the "2008 Scoping Plan"). The 2008 Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. Additional key recommendations of the 2008 Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards and increasing the amount of clean and renewable energy used to power the state. Furthermore, the 2008 Scoping Plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. As required by AB 32, CARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

In order to assess the scope of reductions needed to return to 1990 emissions levels, CARB first estimated the 2020 business-as-usual (BAU) GHG emissions in the 2008 Scoping Plan. These are the GHG emissions that would be expected to result if there were no GHG emissions reduction measures, and as if the state were to proceed on its pre-AB 32 GHG emissions track. After estimating that statewide 2020 BAU GHG emissions would be 596 metric tons, the 2008 Scoping Plan then identified recommended GHG emissions reduction measures that would reduce BAU GHG emissions by approximately 174 metric tons (an approximately 28.35 percent reduction) by 2020.

On May 22, 2014, CARB approved its first update to the AB 32 Scoping Plan, recalculating 1990 GHG emissions using IPCC Fourth Assessment Report (AR4) released in 2007. It states that based on the AR4 global warming potentials, the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit would be slightly higher than identified in the Scoping Plan, at 431 $MMTCO_2e$. Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the FED and updated 1990 emissions levels identified in the draft first update to the Scoping Plan, achieving the 1990 emission level would require a reduction of 76 $MMTCO_2e$ (down from 507 $MMTCO_2e$) or a reduction by approximately 15 percent (down from 28.4 percent) to achieve in 2020 emissions levels in the BAU condition.

In response to SB 97, the Governor's Office of Planning and Research (OPR) adopted CEQA guidelines that became effective on March 18, 2010. The amendments provide guidance to public agencies on analysis and mitigation of the effects of GHG emissions in CEQA documents, including:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with the CARB Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including the CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;
- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and
- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals 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 a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (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. While SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

On October 24, 2008, CARB published draft guidance for setting interim GHG significance thresholds. This was the first step toward developing the recommended statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). CARB believes that thresholds in these sectors will advance climate objectives, streamline project review, and encourage in CEQA analyses of GHG emissions throughout the State.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035.[21] For the area under the Southern California Association of Governments' (SCAG) jurisdiction—including the Project area—CARB adopted Regional Targets for reduction of GHG emissions by 8 percent for 2020 and by 13 percent for 2035. On February 15, 2011, the CARB's Executive Officer approved the final targets.[22]

The SCS for the southern California region, including Riverside, Los Angeles, Orange, and San Bernardino counties was prepared by SCAG and approved on April 4, 2012. SCAG's SCS is included in the SCAG 2012-2035 Regional Transportation Plan Sustainable Communities Strategy (the "RTP/SCS").

The RTP/SCS plans to concentrate future development and provide higher intensity development, including residential development, in proximity to transit hubs in order to reduce VMT and thereby reduce GHG emissions from personal vehicles. To conduct required modeling analysis for the 2012-2035 RTP/SCS, SCAG distributes the growth forecast to transportation analysis zones (TAZs) to capture localized effects of the interaction of land use and transportation. The TAZ level maps have been development for the purpose of modeling performance only.[23] The growth and land use assumptions are to be adopted at the jurisdictional level.[24] Further, it is important to note that there is nothing in SB 375 that requires a city's "land use policies and regulations…to be consistent with the regional transportation plan or an alternative planning strategy."[25]

The RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development and transportation.[26] 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

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[21] *California Air Resources Board. Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. http://www.arb.ca.gov/cc/sb375/notice%20of%20decision.pdf*

[22] *CARB. 2011. Executive Order No. G-11-024: Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.*

[23] *SCAG, 2012-2035 Regional Transportation Plan Sustainable Communities Strategy, p. 124.*

[24] *Id.*

[25] *California Gov't. Code §65080(b)(2)(E).*

[26] *SCAG, Final PEIR, 2012-2035 RTP/SCS, Appendix G: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf.*

mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized. Example GHG emissions reduction measures include the following:

- **GHG1**: SCAG member cities and the county governments may adopt and implement Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions as described in CEQA Guidelines Section 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions).

- **GHG2**: Project sponsors may require Best Available Control Technology (BACT) during construction and operation of projects, including:

  a) Solicit bids that include use of energy and fuel-efficient fleets;

  b) Solicit preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near zero emission technologies;

  c) Employ use of alternative fueled vehicles;

  d) Use lighting systems that are energy efficient, such as LED technology;

  e) Use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan;

  f) Streamline permitting process to infill, redevelopment, and energy-efficient projects;

  g) Use an adopted emissions calculator to estimate construction-related emissions;

  h) Use the minimum feasible amount of GHG-emitting construction materials that is feasible;

  i) Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;

  j) Use of lighter-colored pavement where feasible;

  k) Recycle construction debris to maximum extent feasible; and

  l) Plant shade trees in or near construction projects where feasible.

- **GHG3**: Local jurisdictions can and may establish a coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.

- **GHG4**: Pedestrian and Bicycle Promotion: Local jurisdictions may work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.

- **GHG5**: Waste Reduction: Local jurisdictions can and may organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and may schedule recycling drop-off events and neighborhood chipping/mulching days.

- **GHG6**: Water Conservation: Local jurisdictions may organize support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.

- **GHG7**: Energy Efficiency: Local jurisdictions may organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

- **GHG8**: Schools Programs: Local jurisdictions may develop and implement a program to present information to school children about climate change and ways to reduce GHG emissions, and may support school-based programs for GHG reduction, such as school based trip reduction and the importance of recycling.

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent update to Title 24 was adopted by the CEC on May 31, 2012, revised in December 2013, and will become effective in July 2014. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The most significant efficiency improvements to the residential Standards are proposed for windows, envelope insulation, and heating, ventilation, and air conditioning (HVAC) system testing. The most significant efficiency improvements to the nonresidential Standards are proposed for lighting controls, windows, unitary HVAC equipment, and building commissioning. New efficiency requirements for process loads such as commercial refrigeration, data centers, kitchen exhaust systems, and compressed air systems are included in the nonresidential Standards. The 2013 Building Energy Efficiency Standards include expanded criteria for acceptance

testing of mechanical and lighting systems, as well as new requirements for code compliance data to be collected in a California Energy Commission-managed repository.

The 2013 Building Energy Efficiency Standards also include updates to the energy efficiency divisions of the California Green Building Code Standards (Title 24, Part 11). A set of prerequisites has been established for both the residential and nonresidential Reach Standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. The residential Reach Standards have also been updated to require additional energy efficiency or on-site renewable electricity generation to meet a specific threshold of expected electricity use. Both the residential and nonresidential Reach Standards include requirements for additions and alterations to existing buildings.

California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations (the "CCR"), is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2010 CALGreen Code is a code with mandatory requirements for state-regulated buildings and structures throughout California beginning on January 1, 2011. The 2010 CALGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. The updated 2013 CALGreen Code became effective January 1, 2014 and includes new requirements for additions to existing residential and non-residential development.

CARB's Preliminary Draft Staff Proposal for Interim Significance Thresholds

Separate from its Scoping Plan approved in December of 2008, CARB issued a Staff Proposal in October 2008, as its first step toward developing recommended statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. CARB's preliminary proposal consisted of a quantitative threshold of 7,000 metric tons (MT) of CO_2e per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational

stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines.[27] There is currently no timetable for finalized thresholds.

Regional

The SCAQMD convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD has not adopted guidance for CEQA projects under other lead agencies.

The SCAQMD has not adopted guidance for CEQA projects under other lead agencies. In September 2010, the Working Group released additional revisions which recommended a screening threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects, additionally the Working Group identified project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended area wide or plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan-level target for 2035 was 4.1 $MTCO_2e$. The SCAQMD has not established a timeline for formal consideration of these thresholds.[28] In the meantime, the project level thresholds are used as a non-binding guide.

The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG emissions reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required of the Project.

Local

The City has adopted its LA Green Plan that outlines goals and actions to reduce the generation of GHG emissions to 35 percent below 1990 levels. Key strategies include increasing the generation of renewable energy, improving energy conservation and efficiency, and changing land use patterns to reduce dependence on autos.

The City adopted a Green Building Ordinance in April 2008 that calls for reduction of the use of natural resources for new development. Larger projects must be certified by the Leadership in Energy and Environmental Design (LEED), including the following:

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[27] *http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf*

[28] *SCAG, Final PEIR for the 2012-2035 RTP/SCS, Appendix G. Accessible at http://rtpscs, scag.ca.gov/Documents/peir/2012fPEIR_AppendixG_ExampleMeasures.pdf*

- New non-residential building or structure of 50,000 gross square feet or more of floor area;
- New mixed-use or residential building of 50,000 gross square feet or more in excess of six stores;
- New mixed-use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential units;
- The alternation or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building;
- The alteration of at least 50 dwelling units in an existing mixed-use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

The City's Green Building Ordinance has several requirements that call for reductions in GHG emissions from reducing in energy use, water use, and solid waste generation, including the following:

Section 99.04.204. Energy Reduction. Equipment and fixtures shall comply with the following where applicable:

1. Installed gas-fired space heating equipment shall have an Annual Fuel Utilization Ratio (AFUE) of .90 or higher.
2. Installed electric heat pumps shall have a Heating Seasonal Performance Factor (HSPF) of 8.0 or higher.
3. Installed cooling equipment shall have a Seasonal Energy Efficiency Ratio (SEER) higher than 13.0 and an Energy Efficiency Ratio (EER) of at least 11.5.
4. Installed tank type water heaters shall have an Energy Factor (EF) higher than .6.
5. Installed tankless water heaters shall have an Energy Factor (EF) higher than .80.
6. Perform duct leakage testing to verify a total leakage rate of less than 6 percent of the total fan flow.
7. Building lighting in the kitchen and bathrooms within the dwelling units shall consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).
8. Installed swimming pool circulating pump motors shall be multi-speed or variable-speed. The pump motor controls shall have the capability of operating the pump at a minimum of three

speeds; low speed, medium speed, and high speed. The daily low speed shall not exceed 300 watts. The daily medium speed shall be adjustable.

Section 99.04.210. Appliances. Appliance Rating. Each appliance provided and installed shall meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.

Section 99.04.211. Renewable Energy. Future Access for Electrical Solar System. An electrical conduit shall be provided from the electrical service equipment to an accessible location in the attic or other location suitable for future connection to a solar system. The conduit shall be adequately sized by the designer but shall not be less than one inch. The conduit shall be labeled as per the Los Angeles Fire Department requirements. The electrical panel shall be sized to accommodate the installation of a future electrical solar system. Exception: Buildings designed and constructed with a solar photovoltaic system or an alternate system with means of generating electricity at time of final inspection.

Section 99.04.211.4.1. Space for Future Electrical Solar System Installation. A minimum of 250 square feet of contiguous unobstructed roof area shall be provided for the installation of future photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

Section 99.04.303.1. Twenty Percent Savings. A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by at least 20 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code. The 20 percent reduction in potable water use shall be demonstrated by one of the following methods:

1. Each plumbing fixture and fitting shall meet reduced flow rates specified on Table 4.303.2; or

2. A calculation demonstrating a 20 percent reduction in the building "water use" baseline as established on Table 4.303.1 shall be provided. For low-rise residential occupancies, the calculation shall be limited to the following plumbing fixture and fitting types: water closets, urinals, lavatory faucets, kitchen faucets and showerheads.

Section 99.04.303.2. Multiple Showerheads Serving One Shower. When single shower fixtures are served by more than one showerhead, the combined flow rate of all the showerheads shall not exceed the maximum flow rates specified in the 20 percent reduction column contained on Table 4.303.2 or the shower shall be designed to only allow one showerhead to be in operation at a time. Exception: The maximum flow rate for showerheads when using the calculation method specified in Section 99.04.303.1, Item 2, is 2.5 gpm @ 80 psi.

Section 99.04.304.1. Irrigation Controllers. When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;

2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input. Buildings on sites with over 2,500 square feet of cumulative irrigated landscaped areas shall have irrigation controllers that meet the criteria in Section 99.04.304.1.

Section 99.04.406. Enhanced Durability and Reduced Maintenance. Joints and Openings. Openings in the building envelope separating conditioned space from unconditioned space needed to accommodate gas, plumbing, electrical lines and other necessary penetrations must be sealed in compliance with the California Energy Code.

Section 99.05.407.3. Water Resistance and Moisture Management. Flashing Details. Provide flashing details on the building plans which comply with accepted industry standards or manufacturer's instructions around windows and doors, roof valley, and chimneys to roof intersections.

Section 99.04.407.4. Material Protection. Protect building materials delivered to the construction site from rain and other sources of moisture.

Section 99.04.408. Construction Waste Reduction, Disposal And Recycling. Construction Waste Reduction of at Least 50 Percent. Comply with Section 66.32 et seq. of the LAMC.

Thresholds of Significance

The methodology utilized for the following analysis is based on a Technical Advisory released by the OPR on June 19, 2008 titled CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review. GHG emissions were quantified from construction and operation of the Project using the CalEEMod 2013.2.2 model. Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions.

To assess the project's consistency with AB 32 emission reduction targets, this analysis includes potential emissions under two scenarios. First, a "business-as-usual" scenario was developed that is based on historic trends across economic sectors and represents emissions in the absence of GHG reduction measures (e.g., AB 1493 standards for vehicles, the California Low Carbon Fuel Standard, full implementation of the Renewables Portfolio Standard). Second, an "As Proposed" scenario was developed that includes project design features and implementation of State mandates that reduce GHG emissions across economic sectors. This also includes the January 2011 revisions to Title 24 commonly known as the California Green Building Standards Code, as well as full implementation of the 33 percent

Renewables Portfolio Standard for the Los Angeles Department of Water and Power, the California Low Carbon Fuel Standard, and tailpipe standards in AB 1493 (Pavley).

Given the evolving nature of the issue, there are no quantitative standards for judging the significance of a project's impacts on climate change in the South Coast Air Basin. As a result, this analysis relies on primary direction from the CEQA Guidelines. The March 2010 amendments to CEQA Guidelines Appendix G indicate a project could have a significant impact if it would:

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

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

Further, CEQA Guidelines Section 15064.4 states that:

1. A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:

    a. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

    b. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

    c. 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 greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

To that end, this analysis recognizes that the AB 32 Scoping Plan represents the most significant plan for reducing GHG emissions. In calling for a return to 1990 levels of GHG emissions by 2020, the Plan contains strategies targeting direct regulations, market-based incentives, voluntary actions, and other strategies that would reduce statewide GHG emissions. These goals encouraged local governments to adopt a reduction goal for municipal operations emissions and community emissions of 15.8 percent from current levels by 2020. In the 2011 Scoping Plan, the statewide emissions reduction goal was revised to 16 percent. SCAG has proposed draft reduction targets specific to land use decisions at much lower

levels, approximately 8–13 percent below "business-as-usual" emissions. Therefore, demonstrating consistency with the more aggressive AB 32 statewide targets is considered to be conservative.

Consequently, this analysis discloses potential GHG emissions and finds that the Project's impact on climate change would be significant if the following would occur:

1. It conflicts with or obstructs implementation of the AB 32 Scoping Plan.

2. It does not constitute an equivalent or larger break from "business-as-usual" than has been determined by the CARB to be necessary to meet the AB 32 goals (approximately 15.8 percent for community emissions).

Project Impacts

Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project site. These impacts would vary day to day over the duration of construction activities. As illustrated on Table IV-6, construction emissions of CO_2 would peak in 2016, when up to 16,078 pounds of CO_2e per day are anticipated (with implementation of Mitigation Measures 3-1 through 3-5).

Table IV-6
Estimated Construction Emissions (Pounds Per Day)

Construction Year	CO_2	CH_4	N_2O	CO_2e
2016	16,006	3	0	16,078
2017	3,142	1	0	3,157
2018	3,421	1	0	3,435
Source: DKA Planning 2015, based on CalEEMod 2013.2.2				

GHG emissions were calculated for long-term area source and motor vehicle operations. As shown on Table IV-7, the Project would emit approximately 203 metric tons of CO_2e per year during typical operations.

At this time, there are no adopted numeric thresholds that govern the determination of the significance of the Project's GHG emissions. The SCAQMD has adopted neither a methodology to quantify nor a significance threshold for GHG emissions for development projects. However, SCAQMD released draft thresholds in September 2008 for discussion purposes. The draft thresholds were based on California Air Resources Board's (CARB) interpretations of the statewide reductions called from in the California Global Warming Solutions Act of 2006, also known as Assembly Bill 32 (AB 32). AB 32 called for the state to achieve 1990 levels of GHG emissions by 2020 and numerically that equates to a 28.5 percent reduction in GHG emissions. In 2011, The Functional Equivalent Document (FED) was released, where the GHG emissions threshold was revised due to prolonged economic downturn and inclusion of

estimated regulation-based reduction.[29] Based on this document, the state would achieve 1990 levels of GHG emissions by 2020 with 21.7 percent reduction in GHG emissions.

Table IV-7
Estimated Project Annual CO_2e GHG Emissions (Metric Tons per Year)

Scenario and Source	Business As Usual Scenario*	As Proposed Scenario	Reduction from Business As Usual Scenario	Change from Business as Usual Scenario
Area Sources	11	11	-	0%
Energy Sources	408	237	-171	-42%
Mobile Sources	834	585	-248	-30%
Waste Sources	22	22	-	0%
Water Sources	34	34	-	0%
Construction	30	30	-	0%
Total Emissions	1,338	919	-420	-31%

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period. To ensure a conservative estimate, emissions from existing development were not included in the calculation of net emissions increases.

** BAU scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).*

Source: DKA Planning, 2015.

The analysis in this IS/MND uses the Revised AB 32 Scoping Plan's (i.e., the FED) statewide goals as the basis for the GHG significance threshold. The methodology is to compare the Project's emissions as proposed to the Project's emissions if the Project were built using a Business-As-Usual (BAU) (or No Action Taken, NAT) approach in terms of design, methodology, and technology. This means the Project's emissions were calculated as if the Project was constructed before AB 32 to the Project as constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

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[29] *California Air Resources Board, Status of Scoping Plan Recommended Measures, July 25, 2011. Available at http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf. Accessed: April 2015..*

Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period because no significance threshold has been adopted for such emissions. The Project emission reductions are results of Project's commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

The emissions for the Project and its associated CARB 2020 NAT scenario are estimated to be 919 and 1,349 MT CO_2e per year, respectively, which shows the Project would reduce emissions by 31 percent from the CARB 2020 NAT scenario. Based on these results, the Project meets the reduction target as a numeric threshold (15.8 percent) set forth in the Revised AB 32 Scoping Plan. As a result, the Project's contribution to global climate change is not "cumulatively considerable," and impacts would be less than significant.

The Project would comply with the City of Los Angeles' Green Building Ordinance standards that compel LEED certification, reduce emissions beyond a "Business-as-Usual" scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Under the City's Los Angeles Green Building Code, the Project must incorporate several measures and design elements that reduce the carbon footprint of the development.

The Project would include design, construction, maintenance, and operation at the LEED Gold certified level. Projects that are LEED certified generally exceed Title 24 (2013) standards by at least 10 percent.[30] As such, it would incorporate several design elements and programs that will reduce the carbon footprint of the development, including the following:

1. **GHG Emissions Associated with Planning and Design.** The Project must have measures to reduce storm water pollution, provide designated parking for bicycles and low-emission vehicles, have wiring for electric vehicles, reduce light pollution, and design grading and paving to keep surface water from entering buildings. This would include:

    - Reduced parking based on compliance with the City's bicycle parking ordinance.
    - Access to several public transportation lines. The Los Angeles County Metropolitan Transportation Authority operates local and express bus service in the area (i.e., Routes 256, 79, 78, 378) while the City of Los Angeles operates its DASH El Sereno/City Terrace community circulator route.

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[30] *U.S. Green Building Council. "Interpretation 10396" accessed at http://www.usgbc.org/leed-interpretations?keys=10396 February 26, 2015.*

- Located near residential neighborhoods. The Project sites' proximity to medium- and high-density residential neighborhoods increases the likelihood that more travel to and from the development will be made by non-motorized modes that will reduce potential GHG emissions.

2. **GHG Emissions Associated with Energy Demand.** The Project must meet Title 24 2013 standards and include Energy Star appliances, have pre-wiring for future solar facilities, and off-grid pre-wiring for future solar facilities. This includes:

   - Use of low-emitting paints, adhesives, carpets, coating, and other materials.
   - Equipment and fixtures will comply with the following where applicable:
     - Installed gas-fired space heating equipment will have an Annual Fuel Utilization Ratio of .90 or higher.
     - Installed electric heat pumps will have a Heating Seasonal Performance Factor of 8.0 or higher.
     - Installed cooling equipment will have a Seasonal Energy Efficiency Ratio higher than 13.0 and an Energy Efficiency Ratio of at least 11.5.
     - Installed tank type water heaters will have an Energy Factor higher than .6.
     - Installed tankless water heaters will have an Energy Factor higher than .80.
     - Perform duct leakage testing to verify a total leakage rate of less than 6 percent of the total fan flow.
     - Building lighting in the kitchen and bathrooms within the dwelling units will consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).
   - An electrical conduit will be provided from the electrical service equipment to an accessible location in the attic or other location suitable for future connection to a solar system. The conduit shall be adequately sized by the designer but shall not be less than one inch. The conduit shall be labeled as per the Los Angeles Fire Department requirements. The electrical panel shall be sized to accommodate the installation of a future electrical solar system.
   - A minimum of 250 square feet of contiguous unobstructed roof area will be provided for the installation of future photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

- Appliances will meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.

3. **GHG Emissions Associated with Water Use.** The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. 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. Wastewater reduction measures must be included that help reduce outdoor potable water use. This would include the following:

   - A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by at least 20 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code. The 20 percent reduction in potable water use shall be demonstrated by one of the following methods:

     - Each plumbing fixture and fitting shall meet reduced flow rates specified on Table 4.303.2; or

     - A calculation demonstrating a 20 percent reduction in the building "water use" baseline will be provided.

   - When single shower fixtures are served by more than one showerhead, the combined flow rate of all the showerheads will not exceed specified flow rates.

   - When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

     - Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;

     - Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s).

4. **GHG Emissions Associated with Solid Waste Generation.** The Project would be subject to construction waste reduction of at least 50 percent. In addition, Project site operations would be subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. 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.

5. **GHG Emissions Associated with Environmental Quality.** The Project must meet strict standards for any fireplaces and woodstoves, covering of duct openings and protection of mechanical equipment during constructions, and meet other requirements for reducing emissions from flooring systems, any CFC and halon use, and other project amenities. This would include the following:

   - Openings in the building envelope separating conditioned space from unconditioned space needed to accommodate gas, plumbing, electrical lines and other necessary penetrations must be sealed in compliance with the California Energy Code.

   - Provide flashing details on the building plans which comply with accepted industry standards or manufacturer's instructions around windows and doors, roof valley, and chimneys to roof intersections.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (e.g., commuting, shopping) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

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

Less Than Significant Impact. The Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. However, the AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. As a result, the Project is judged against its consistency with the AB 32 Scoping Plan to determine whether it will result in adverse cumulative impacts to global climate change. As shown on Table IV-8, the Project

would be consistent with all feasible and applicable strategies recommended in the Scoping Plan. As a result, the Project's cumulative impact on climate change would be less than significant.

Table IV-8
Project Consistency With AB 32 Scoping Plan GHG Emissions Reduction Strategies

Strategy	Project Consistency
California Cap-and-Trade Program. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions.	**N/A.** The statewide program is not relevant to the Project.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**N/A.** The development of standards is not relevant to the Project.
Energy Efficiency. Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent**. The Project would be designed and constructed to meet Cal Green building standards by including several measures designed to reduce energy consumption.
Renewables Portfolio Standard. Achieve 33 percent renewable energy mix statewide.	**Consistent**. The Project would use energy from the Los Angeles Department of Water and Power, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Low-Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**N/A.** The statewide program is not relevant to the Project.
Regional Transportation-Related Greenhouse Gases. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	**N/A.** The development of regional planning goals is not relevant to the Proposed Project. The project's infill location near Los Angeles County Metropolitan Transportation Authority (i.e., Routes 256, 79, 78, 378) and the City of Los Angeles DASH El Sereno/City Terrace route transit services make it consistent with the smart growth objectives of the region's Sustainable Communities Strategy (SCS).
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**N/A.** State agencies are responsible for implementing efficiency measures.
Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**N/A.** State agencies are responsible for implementing regulations and promoting efficiency in goods movement.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Neutral**. The Project does not include solar roofs and is not part of the proposed Statewide initiative.
Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**N/A.** State agencies are responsible for implementing efficiency measures.

Table IV-8
Project Consistency With AB 32 Scoping Plan GHG Emissions Reduction Strategies

Strategy	Project Consistency
Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission.	**N/A.** This measure addresses industrial facilities.
High Speed Rail. Support implementation of a high speed rail system.	**N/A.** This calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent**. The Project would be designed and constructed to meet Cal Green building standards and would include several measures designed to reduce energy consumption.
High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**N/A.** State agencies are responsible for implementing these measures.
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	**Consistent**. The Project would have minimal impact on solid waste facilities.
Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**N/A.** Resource Agency departments are responsible for implementing this measure.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent**. The project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.
Agriculture. In the near-term, encourage investment in manure digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**N/A.** The Project does not include agricultural facilities.

Source: DKA Planning, 2015.

8. HAZARDS AND HAZARDOUS MATERIALS

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

No Impact. The Project includes development of 42 single-family residential homes and would not require routine transport, use, or disposal of hazardous materials. Thus, the Project would not create a

significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, no impacts related to this issue would occur.

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

No Impact. A Phase I Environmental Site Assessment (ESA) was prepared for the Project by AEI Consultants (refer to Appendix E). The following are the findings of the assessment:

Recognized Environmental Condition (REC) is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. AEI's assessment has revealed the following RECs associated with the subject property or nearby properties:

- Based on a review of aerial photographs, there is a potential that the subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site, and that the subject property has been impacted by the use of such agricultural chemicals. In general, historical agricultural use is not the subject of environmental enforcement actions by regulatory agencies, and therefore, could be considered a de minimis condition. Additionally, potential agricultural uses were only noted in 1923; by 1928 potential agricultural uses had ceased. As such, any potential agricultural chemicals would have likely naturally attenuated since this time. However, AEI understands that the subject property is slated for redevelopment. Consequently, it is considered prudent to determine whether sampling relating to the former agricultural use of the subject property is required by the local planning department or other applicable oversight agency prior to the commencement of redevelopment activities. As such, AEI contacted the local planning department to determine whether sampling relating to the former agricultural use of the subject property is required in preparation for development, and the agency stated that no such requirements exist at this time.

Controlled Recognized Environmental Condition (CREC) is defined by the ASTM Standard Practice E1527-13 as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. AEI's assessment has revealed the following CRECs associated with the subject property or nearby properties:

- No on-site CRECs were identified during the course of this assessment.

Historical Recognized Environmental Condition (HREC) is defined by the ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred in

connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. AEI's assessment has revealed the following HRECs associated with the subject property or nearby properties:

- No on-site HRECs were identified during the course of this assessment.

Other Environmental Considerations warrant discussion, but do not qualify as RECs as defined by the ASTM Standard Practice E1527-13. These include, but are not limited to, de minimis conditions and/or environmental considerations such as the presence of ACMs, LBP, radon, mold, and lead in drinking water, which can affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property. AEI's assessment has revealed the following environmental considerations associated with the subject property or nearby properties:

- Although access to the subject property is currently gated, the area was formerly accessible by the general public. The subject property appears to have been utilized for unauthorized dumping of waste building materials, tires, and other equipment. Mr. Al Benegas, key site manager, indicated these materials were planned to be removed during the demolition of the current structures at the property. No dumping of hazardous materials was observed. No evidence of impact to the subject property, such as surface staining, odors, stressed vegetation, or spillage of contents, was observed. Based on this information, the materials are not considered to represent evidence of a recognized environmental condition. However, the materials represent a housekeeping concern, and should be removed from the property. Additionally, it should be noted that if any of the building materials are found to be asbestos containing, additional costs may be incurred in removing these materials.

- Based on the date of development, it is possible that the subject property was historically equipped with at least one septic system. Based on the residential nature of occupancy, any on-site septic systems are not expected to represent a significant environmental concern. However, if any septic systems are encountered upon future redevelopment, they should be should be addressed under local regulatory guidelines.

- The northern adjacent property (AR Morse, Steve's Auto Repair; 2700 & 2706 North Eastern Avenue) was listed in the database as a LUST site. The case was opened during tank removal of two USTs. The contaminants of concern were listed as hydrocarbons. Soil was listed as the only media impacted. The case was open in 1989 and closed in 1996. However, no other significant information about the release was available from the regulatory database report or online. This property is located across Lombardy Boulevard (approximately 50-80 feet from the property boundary) in a hydrologically downgradient position relative to the subject property. Based on the information available to date, the site may be a potential source of vapor-phase contaminant migration. A review of the LUST case file with the RWQCB may provide additional information

in determining if a potential source of vapor-phase contaminant migration is present. Based on the case closure, relative distance, media impacted, time elapsed allowing for natural attenuation, identification of a responsible party, and the hydrological gradient, groundwater impacts from this adjacent site are not expected to represent a significant environmental concern at this time.

Conclusions: The Phase I ESA was conducted in conformance with the scope and limitations of ASTM Standard Practice E1527-13 of the subject property and revealed no evidence of RECs in connection with the subject property other than those stated above. AEI recommends no further investigations for the subject property at this time. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project includes development of 42 single-family residential homes and would not require routine transport, use, or disposal of hazardous materials. Also, the Project site is not located within one-quarter mile of an existing or proposed school. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project is not included on any list compiled pursuant to Government Code Section 6892.5. Thus, the Project would not create a significant hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is not located within two miles of a public airport. The closest airport is the El Monte Airport located approximately 11 miles northeast of the site. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project area. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is not located within the vicinity of a private airstrip. The closest airport is the El Monte Airport located approximately 11 miles northeast of the site. Thus, the Project would not

result in a safety hazard associated with an airport for people residing or working in the Project area. Therefore, no impacts related to this issue would occur.

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

No Impact. No aspects of the Project would inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. Further, the Project would comply with all applicable City policies related to disaster preparedness and emergency response. Thus, no impacts related to this issue would occur.

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

Less Than Significant Impact. The Project is located within a Very High Fire Hazard Severity Zone.[31] The Project would be required to be designed and constructed in accordance with the Los Angeles Fire Code and would be required to incorporate measures, including but not limited the following:

- Ignition-resistant roofing and other building materials
- Fire-Retardant-Treated Wood or noncombustible materials
- Roof coverings, valleys, and gutters
- Attic ventilation
- Eave or cornice vents
- Sprinkler systems
- Landscaping with fire-retardant plants
- Vegetation clearance

Additionally, prior to issuance of an Occupancy Permit, the Project Applicant would be required to coordinate with the Los Angeles Fire Department (LAFD) to ensure that the Project incorporates all appropriate fire-prevention measures. Through compliance with the LAFD's requirements, no significant impacts related to wildland fires would occur as a result of the Project.

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31 *ZIMAS Report for the Project site, February 19, 2015.*

9. HYDROLOGY AND WATER QUALITY

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

No Impact. The Project includes development of 42 single-family residential homes and would not have any point-source discharges. Therefore, the Project would have no impact on water quality standards or waste discharge and would not violate any water quality standards or waste discharge requirements.

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

No Impact. The Project site contains hillside areas. Subsurface materials at the Project site primarily include artificial fill, colluvium, older alluvium, and bedrock of Monterey Formation. During storm events, most of the stormwater flows from the Project site to the local streets where the runoff enters the City's stormdrain system. Ten borings were conducted at the Project site to a maximum depth of 45 feet. According to the Geologic & Geotechnical Engineering Review prepared for the Project, although seepage was encountered in three of the borings, no groundwater was encountered (refer to Appendix D). It is unlikely that any stormwater that contacts the Project site reaches groundwater level. For these reasons, the Project site is not an area of groundwater recharge. All water consumption associated with the Project would be supplied by the Metropolitan Water District (MWD) and not from groundwater beneath the Project site. Thus, the Project would have no affect on groundwater supplies or recharge, and no impacts related to this issue would occur.

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

Less Than Significant Impact. During the Project's construction phase, the Project developer would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site. Also, the Project developer would be required to prepare and implement a SWPPP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization

measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion and siltation during the construction phase. Additionally, during the Project's operational phase, most of the Project site would be developed with impervious surface, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Thus, no significant impacts related to erosion and siltation would occur as a result of Project operation.

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

Less Than Significant Impact. As stated previously, during storm events, most of the stormwater flows from the Project site to the local streets where the runoff enters the City's stormdrain system. Although implementation of the Project would result in the creation of other impervious surfaces at the Project site, such as the proposed residential homes and driveways, the Project developer would be required to implement BMPs and to develop appropriate drainage infrastructure on the site to meet regulatory water quality requirements and to control drainage from the site to not exceed existing rates. Thus, the Project would not increase the runoff from the site entering the City's existing stormdrain facilities. As such, the Project would not cause flooding on or off site. Therefore, Project impacts related to flooding would be less than significant.

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

Less Than Significant Impact. As stated previously, during storm events, most of the stormwater flows from the Project site to the local streets where the runoff enters the City's stormdrain system. Although implementation of the Project would result in the creation of other impervious surfaces at the Project site, such as the proposed residential building, driveways, and pedestrian walkways, the Project developer would be required to implement BMPs and to develop appropriate drainage infrastructure on the site to meet regulatory water quality requirements and to control drainage from the site to not exceed existing rates. Thus, the Project would not increase the runoff from the site entering the City's existing stormdrain facilities. As such, the Project would not exceed the capacity of the existing or planning drainage system. Therefore, Project impacts related to stormdrain capacity would be less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. To address water quality during the Project's construction phase, the Project Applicant would be required to prepare and implement a SWPPP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, Project construction impacts related to water quality would be less than significant.

During the Project's construction phase, in accordance with the City's Low Impact Development (LID) Ordinance, the Project Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, the Project would meet the City's water quality standards. Therefore, Project impacts related to operational water quality would be less than significant.

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

No Impact. The Project site is not located within a 100-year flood hazard area. Thus, the Project would not 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. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is not located within a 100-year flood hazard area. Thus, the Project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is not located in any area susceptible to floods associated with a levee or dam. Thus, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project site is not in an area susceptible to seiches, tsunamis, or mudflows. Thus, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Therefore, no impacts related to this issue would occur.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. The Project site is located in an urbanized area of the City. The site is surrounded by existing open space, school, commercial, and residential land uses, roadways, and other infrastructure. The site is zoned and designated for residential land uses. Thus, the Project would not physically divide an established community. Therefore, no impacts related to this issue would occur.

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

Less Than Significant Impact. As discussed below, the Project would be substantially consistent with all of the applicable plans, policies, and regulations associated with development of the Project site. Therefore, Project impacts related to land use and planning would be less than significant.

Regulatory Framework

Regional Plans

Southern California Association of Governments

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

Compass Blueprint Growth Vision Report/Compass Blueprint 2% Strategy Areas

The Compass Blueprint Growth Vision Report/Compass Blueprint 2% Strategy (the "Compass Blueprint Report"), adopted by SCAG as part of its June 2004 Southern California Compass Growth Vision Report, is an implementing mechanism for the regional growth strategies outlined in the SCAG's 1996 Regional Comprehensive Plan and Guide (the "RCPG"). The Compass Blueprint Report is intended to provide a strategy to accommodate the projected 24 million residents expected to live in the region by 2035, while balancing valuable quality of life goals. The Compass Blueprint Report emphasizes focusing growth in existing and emerging centers and along major transportation corridors, creating significant areas of mixed-use development and walkable communities, targeting growth around existing and planned transit stations, and preserving existing open space and stable residential areas.

Four principles were established for the Compass Blueprint Report that are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. It is SCAG's intention that decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies are also provided as a way to achieve each of the principles, as summarized below.

- *Principle 1. Improve mobility for all residents.* Strategies to support Principle 1 include: (1) encourage transportation investments and land use decisions that are mutually supportive; (2) locate new housing near existing jobs and new jobs near existing housing; (3) encourage transit-oriented development; and (4) promote a variety of travel choices.

- *Principle 2. Foster livability in all communities.* Strategies to support Principle 2 include: (a) promote infill development and redevelopment to revitalize existing communities; (b) promote developments that provide a mix of uses; (c) promote "people scaled," pedestrian friendly communities; and (d) support the preservation of stable, single-family neighborhoods.

- *Principle 3. Enable prosperity for all people.* Strategies to support Principle 3 include: (a) provide a variety of housing types in each community to meet the housing needs of all income levels; (b) support educational opportunities that promote balanced growth; (c) ensure environmental justice regardless of race, ethnicity, or income class; (d) encourage civic engagement; and (e) support local and state fiscal policies that encourage balanced growth.

- *Principle 4. Promote sustainability for future generations.* Strategies to support Principle 4 include: (a) preserve rural, agricultural, recreational, and environmentally sensitive areas; (b) focus development in urban centers and existing cities; (c) develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and (d) utilize "green" development techniques.

The Compass Blueprint Report is a guideline for how and where the Growth Vision can be implemented. It calls for moderate changes to current land use and transportation trends in two percent of the land area of the region, known as the 2% Strategy Opportunity Areas. These areas are defined as having a high potential to implement projects, plans, and/or policies consistent with the Compass Blueprint Report principles that would result in the greatest progress towards economic, mobility, livability and sustainability benefits to local neighborhoods.

Regional Comprehensive Plan

SCAG has also prepared the 2008 Regional Comprehensive Plan (the "2008 RCP") in response to SCAG's Regional Council directive in the 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 incorporates principles and goals of the Compass Growth Vision Report and 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 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 Regional Transportation Plan (the "RTP") (discussed below) and the Compass Blueprint Report.

2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals 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 the CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (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 September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035. For the area under the SCAG jurisdiction, including the Project area, CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB's Executive Officer approved the final targets.

On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (the "2012-2035 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. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 RTP/SCS, whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the Federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero-emission transportation technologies in the 2023–2035 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 2012–2035 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 reduction, and economic development.

For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation

infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more 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 22 million residents by 2035. More importantly, the RTP/SCS is also designed to preserve what makes the region special, including stable and successful neighborhoods and array of open spaces for future generations.

The 2012-2035 RTP/SCS also includes an appendix listing 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.

South Coast Air Quality Management District

Air Quality Management Plan

The Project is also located within the South Coast Air Basin (the "Basin") and is, therefore, within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the AQMP, and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and VMT. Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

Air quality impacts of the Project and consistency of the Project with the AQMP are discussed in response to Checklist Question 3a of this IS/MND.

Los Angeles County Metropolitan Transportation Authority

Congestion Management Plan

The Congestion Management Plan (CMP) for Los Angeles County is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. The CMP also seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects, which are eligible to compete for state gas tax funds. Within Los Angeles, the Los Angeles County Metropolitan Transportation Authority (Metro) is the designated congestion management agency responsible for coordinating the CMP.

The Project's potential impacts with respect to the CMP are discussed in response to Checklist Question 16b of this IS/MND.

Local Plans

City of Los Angeles

City of Los Angeles General Plan

The City of Los Angeles General Plan (the "General Plan"), adopted December 1996 and re-adopted August 2001, provides general guidance on land use issues for the entire City. The General Plan consists of a Framework Element, a Land Use Element, and 10 citywide elements. The Framework Element of the General Plan serves as guide for the City's overall long-range growth and development policies and serves as a guide to update the community plans and the citywide elements. The citywide elements address functional topics that cross community boundaries, such as transportation, and address these topics in more detail than is appropriate in the Framework Element, which is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall general plan. The Framework Element provides a conceptual relationship between land use and transportation, and provides guidance for future updates to the various elements of the General Plan, but does not supersede the more detailed community and specific plans. The Land Use chapter of the Framework Element contains Long Range Land Use Diagrams that depict the generalized distribution of centers, districts, and mixed-use

boulevards throughout the City, but the community plans determine the specific land use designations. The Land Use Element of the General Plan is contained within 35 community plans.

Northeast Los Angeles Community Plan

The Northeast Los Angeles Community Plan area was established more than 30 years ago to encompass the hills and valleys lying east of the Los Angeles River and north of the Boyle Heights Community Plan area within the City. The area serves as a transition between the downtown center of Los Angeles and the neighboring cities of Glendale, Pasadena, South Pasadena, and Alhambra to the north and east, as well as the City of Monterey Park and the unincorporated community of City of Terrace on the south.

The Community Plan area comprises some 15,000 acres and is occupied by roughly 250,000 inhabitants living in a diverse collection of communities and neighborhoods. Their histories can be traced back to the mid-nineteenth century when the first farms and orchards, subdivisions, railroad and streetcar lines, and irrigation canals were established.

By the beginning of the twentieth century, Northeast Los Angeles was a major gateway to traffic moving between Central Los Angeles and distant regions to the east and north. It was also recognized throughout the emerging metropolis as the location of major recreational resources (Eastlake Park and the Los Angeles Zoo), the largest medical facility (General Hospital), one of the area's most important centers of higher learning (Occidental College), and the City's first museum, the Southwest Museum.

By the end of the Twentieth Century, these institutions largely remain and have been augmented by the Southwest Indian Museum, the University of Southern California Health Sciences Schools, and California State University at Los Angeles, as well as a major shopping center, The Eagle Rock Plaza. However, the area's prominence in the region has been diminished since World War II because of the tremendous exodus to growing suburbs fostered by freeway development and commercial and industrial decentralization that characterized development in Southern California.

The impact of freeway development on the Plan Area cannot be overemphasized. It has provided an efficient means for developing outlying areas and allowing the resulting traffic to bypass the older industrial and commercial corridors of Northeast Los Angeles. It also had the effect of dividing former neighborhoods and communities; altering established commercial activity almost exclusively serving the immediate neighborhoods scattered along Cypress Avenue, Figueroa Street, and San Fernando Road.

These major developments in Northeast Los Angeles have changed the arrangement of land uses and the relationship of the plan area with the rest of the expanding metropolis. However, within the plan area, the distinctiveness of neighborhoods and communities persists because they are separated by hills and watercourses, and man-made features such as railroad tracks and freeways. Localized demographic, social, and economic factors have also varied over time.

The Project site falls within the El Sereno community, which is located in the southeast part of the Plan area adjacent to the cities of South Pasadena, Alhambra, and Monterey Park and City Terrace, an unincorporated community in Los Angeles County. The San Bernardino Freeway (I-10) generally corresponds to the southern boundary, and the Long Beach Freeway (I-7I0) and its proposed northerly extension to Pasadena parallels the eastern boundary. Huntington Drive, which formerly carried a major streetcar line is the principal commercial east-west corridor, and Eastern Avenue is the most prominent north-south commercial street.

Land uses have evolved into a complex and troublesome mixture in some areas. Residential uses are often not buffered adequately from neighboring industrial and commercial uses. Some extremely large apartment complexes intrude into older, lower density residential areas. There are also inadequate neighborhood retail services to support the areas where several of the large residential complexes, mostly built in the 1980's, are concentrated.

Entertainment uses are almost non-existent. In recent years, Glassell Park has increased its visibility and identity in Northeast Los Angeles. The Mount Washington/Glassell Park Specific Plan is widely known as the primary mechanism regulating development east of Verdugo Road and south of El Paso Drive. Moreover, the community has erected attractive monument signs in the median of Eagle Rock Boulevard to announce itself to passing motorists.

The land use designation for the Project site in the Northeast Los Angeles Community Plan is Low Residential.

City of Los Angeles Planning and Zoning Code

All development activity in the City, including the Project site, is subject to the LAMC, particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code (the "Zoning Code"). The Zoning Code includes development standards for the various districts in the City. As shown on Figure II-4 (refer to Section II, Project Description), the Project site is currently zoned [Q]R1-1D (Qualified Condition, One-Family Zone, Height District 1) and [Q]RD6-1D (Qualified Condition, Restricted Density Multiple Dwelling Zone, Height District 1).

Project Impacts

Compass Blueprint Report

The Project's consistency with the Compass Blueprint Report is discussed on Table IV-9. As discussed, the Project would be consistent with applicable land use policies of the Compass Blueprint Report, and Project impacts related to inconsistency with this report would be less than significant.

Table IV-9
Project Consistency with Applicable Policies of the Compass Blueprint Report

Policy	Project Consistency
Encourage transportation investments and land use decisions that are mutually supportive.	**Consistent.** The Project would take advantage of existing and proposed transportation investments by redeveloping the Project site with land uses that are consistent with the existing Low Residential land use designation for the Project site near existing transit lines.
Locate new housing near existing jobs and new jobs near existing housing.	**Consistent.** The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
Encourage transportation investments and land use decisions that are mutually supportive.	**Consistent.** The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
Locate new housing near existing jobs and new jobs near existing housing.	**Consistent.** The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
Encourage transit-oriented development.	**Consistent.** The Project site is in close proximity to existing transit lines.
Promote a variety of travel choices.	**Consistent.** The Project site is in close proximity to existing transit lines.
Promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
Support the preservation of stable single-family neighborhoods.	**Consistent.** The Project site is zoned for single-family residential land uses, and the Project includes development of single-family homes, consistent with the existing Low Residential land use designation for the Project site. The Project would be an extension of the existing single-family homes located to the northeast/east of the Project site, and would not impinge on any existing single-family neighborhoods.
Provide a variety of housing types in each community to meet the housing needs of all income levels.	**Consistent.** The Project includes development of 42 homes, each with 3 bedrooms.

Table IV-9
Project Consistency with Applicable Policies of the Compass Blueprint Report

Policy	Project Consistency
Focus development in urban centers and existing cities.	**Consistent.** The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
Utilize "green" development techniques.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC), which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
Develop strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas emissions.	**Consistent.** The Project includes development of single-family residential land uses, land uses that are allowed under the existing land use designation and zoning. The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
Source: Southern California Association of Governments, Southern California Compass Blueprint 2% Strategy, Southern California Compass Blueprint Growth Vision Report, June 2004.	

2008 RCP

A discussion of the Project's consistency with the relevant policies of the 2008 RCP is presented on Table IV-10. As discussed, the Project would be consistent with all of the applicable 2008 RCP policies, and no significant impacts related to inconsistency with the 2008 RCP would occur.

Table IV-10
Project Consistency with the 2008 RCP

Policies	Consistency Discussion
Land Use and Housing	
LU-4 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	**Consistent.** The Project would provide 42 net dwelling units, which would accommodate a share of the forecasted regional growth.
LU-4.1 Local governments should adopt and implement General Plan Housing Elements that accommodate housing	**Consistent.** As discussed in response to Checklist Question 13a, the Project would provide housing that

Table IV-10
Project Consistency with the 2008 RCP

Policies	Consistency Discussion
needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	is consistent with housing needs called out in he RHNA.
LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features. The Project would also be consistent with the City of Los Angeles Building Code, including the LAGBC, which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
Open Space and Habitat	
OSC-10 Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project is an infill development in an existing community.
OSC-11 Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	**Consistent.** The Project would incorporate sustainable building practices to eliminate pollution and reduce waste. As described above, the Project would comply with the CalGreen requirements of the California Building Code and the LAGBC. In addition, the Project would reduce VMT by residential units in an area serviced by existing transit and in close proximity to concentrated employment/retail land uses.
OSC-12 Developers and local governments should promote water-efficient land use and development.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and the LAGBC, which is designed to reduce the Project's energy and water use. This would include the use of drought tolerant landscaping and water efficient fixtures and plumbing.
OSC-14 Developers and local governments should implement mitigation for open space impacts through the	**Consistent.** The Project would be an urban infill development that avoids significant impacts to

Table IV-10
Project Consistency with the 2008 RCP

Policies	Consistency Discussion
following activities: • Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space, and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space. • Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements. • Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant impacts.	regionally significant open space resources. The Project is located on a developed site surrounded by a dense urban environment in the City. There are no rural, agricultural, recreational, or environmentally sensitive areas on the Project site.
Water	
WA-9 Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features. The Project would also be consistent with the City of Los Angeles Building Code, including the LAGBC, which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
WA-11 Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure impacts.	**Consistent.** The Project would be required to confirm with LADWP that the capacity of the existing water infrastructure could supply the domestic needs of the Project during the construction and operation phases. The Project Applicant would be required to construct any upgrade to the water infrastructure serving the Project site that is needed to accommodate the Project's water consumption needs.
WA-12 Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping),	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features. The Project would also be consistent with

Table IV-10
Project Consistency with the 2008 RCP

Policies	Consistency Discussion
using weather-based irrigation systems, educating other public agencies about water use, and installing water related pricing incentives.	the City of Los Angeles Building Code, including the LAGBC, which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
WA-32 Developers and local governments should purse water management practices that avoid energy waste and create energy savings/supplies.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code, for water and energy conservation, and with the LAGBC, which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
Energy	
EN-8 Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	**Consistent.** The Project includes development of single-family residential land uses, land uses that are allowed under the existing land use designation and zoning. The Project is infill development of housing within the Northeast Los Angeles Community Plan area of the City and within proximity to transit.
EN-10 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit. • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce	**Consistent.** The Project would meet/exceed Title 24 standards through compliance with the LAGBC.

Table IV-10
Project Consistency with the 2008 RCP

Policies	Consistency Discussion
excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c+Projects.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity. • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	
EN-12 Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	**Partially Consistent.** Although the Project is not required to include solar panels, the Project would receive electricity supply from LADWP, which obtains a portion of its electricity supplies from renewable sources.
Solid Waste	
SW-14 Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap materials through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in	**Consistent.** The Project would participate in a demolition and construction waste recycling program as well as an operational recycling program.

Table IV-10
Project Consistency with the 2008 RCP

Policies	Consistency Discussion
renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting, and other reusable components.	
Source: Southern California Association of Governments, Regional Comprehensive Plan, October 2008.	

2012-2035 RTP/SCS

The Project's consistency with the applicable goals of the 2012-2035 RTP/SCS is discussed on Table IV-11. As discussed, the Project would be consistent with the 2012-2035 RTP/SCS. Therefore, impacts related to inconsistency with the 2012-2035 RTP/SCS would be less than significant.

Table IV-11
Project Consistency with the 2012-2035 RTP/SCS

Goal	Consistency Discussion
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent.** The Project would reduce VMT by providing a residential infill development in close proximity to existing transit lines.
Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code, for water and energy conservation. The Project would exceed Title 24 standards with compliance with the City's Green Building Ordinance and the Project would also be consistent with the City of Los Angeles Building Code, including the LAGBC, which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Project would reduce VMT by providing a residential infill development in close proximity to existing transit lines.

Table IV-11
Project Consistency with the 2012-2035 RTP/SCS

Goal	Consistency Discussion
Source: Southern California Association of Governments, Regional Transportation Plan/Sustainable Communities Strategy, April 2012.	

General Plan (Framework Element)

The Project's consistency with the General Plan Framework Element land use policies is discussed on Table IV-12. As shown, the Project would be consistent with many of the applicable policies, and Project impacts related to inconsistency of the Project with the General Plan Framework Element would be less than significant.

Table IV-12
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
Framework Element: Land Use Chapter	
3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.	**Consistent.** The Project includes infill development of single-family residential land uses that are allowed under the existing land use designation and zoning.
3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent.** The Project includes infill development of single-family residential land uses that are allowed under the existing land use designation and zoning.
3.2.4 Provide for the siting and design of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**Consistent.** The Project site is zoned and designated for single-family residential land uses. The Project includes development of the Project site with single-family residential uses that are allowed under the existing land use designation and zoning for the site.

Table IV-12
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
3.7.1 Accommodate the development of multi-family residential units in areas designated in the community plans…with the density permitted for each parcel to be identified in the community plans.	**Consistent.** The Project site is zoned and designated for single-family residential land uses. The Project includes development of the Project site with single-family residential uses that are allowed under the existing land use designation and zoning for the site.
3.7.4 Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 *Urban Form and Neighborhood Design* Chapter of this Element.	**Consistent.** The Project would be required to comply with all of the City's applicable design standards.
Source: City of Los Angeles General Plan.	

Northeast Community Plan

As discussed on Table IV-13, the Project would be consistent with all applicable policies of the Northeast Los Angeles Community Plan. As such, the Project would not result in any inconsistencies with the Plan. Therefore, Project impacts related to inconsistency with the Northeast Los Angeles Community Plan would be less than significant.

Table IV-13
Project Consistency with Applicable Policies of the
Northeast Los Angeles Community Plan

Policy	Project Consistency
Residential	
1-1.1 Protect existing stable single-family and other lower density residential neighborhoods from encroachment by higher density residential and other uses that are incompatible as to scale and character or would otherwise diminish the quality of life.	**Consistent.** The Project includes development of single-family homes and is an extension of the existing single-family residential neighborhood in the existing El Sereno neighborhood within the Northeast Los Angeles Community Plan area.
1-1.2 Promote neighborhood preservation, particularly in existing single-family neighborhoods, as well as in areas with existing multiple-family residences.	**Consistent.** The Project includes development of single-family homes and is an extension of the existing single-family residential neighborhood in the existing El Sereno neighborhood within the Northeast Los Angeles Community Plan area.

Table IV-13
Project Consistency with Applicable Policies of the
Northeast Los Angeles Community Plan

Policy	Project Consistency
1-2.1 Designate specific areas to provide for adequate residential development to accommodate anticipated increases in population while maintaining a balance between single-family and multiple-family uses.	**Consistent.** The Project includes development of single-family homes and is an extension of the existing single-family residential neighborhood in the existing El Sereno neighborhood within the Northeast Los Angeles Community Plan area. As discussed in response to Checklist Question 13a, the Project would provide housing that is consistent with housing needs called out in he RHNA.
1-3.1 Protect the quality and scale of the residential environment through attention to the appearance of communities, including attention to building and site design.	**Consistent.** The Project would comply with all of the City's applicable Design Guidelines and Standards for residential development.
1-5.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.	**Consistent.** As discussed in response to Checklist Question 16a, the roadway infrastructure serving the Project site would be adequate to accommodate the Project, and the Project would not result in any significant traffic impacts.
1-5.2 Ensure the availability of paved streets, adequate sewers, drainage facilities, fire protection services and facilities, and other emergency services and public utilities to support development in hillside areas.	**Consistent.** As discussed in response to Checklist Question 16a, the roadway infrastructure serving the Project site would be adequate to accommodate the Project, and the Project would not result in any significant traffic impacts. As discussed in response to Checklist Issue 14. Public Services, existing fire and police protection services would be adequate to serve the Project, and no significant impacts related to fire and police protection would occur.
1-5.3 Consider the steepness of the topography and the geologic stability in any proposal for development within the Plan area.	**Consistent.** The Project site is located in a hillside area. The Project would be designed and constructed in accordance with the recommendations of a Final Geotechnical Report and the City's Building Code, as required by the City.

Table IV-13
Project Consistency with Applicable Policies of the
Northeast Los Angeles Community Plan

Policy	Project Consistency
1-5.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.	**Consistent.** The Project includes development of single-family homes and is an extension of the existing single-family residential neighborhood in the existing El Sereno neighborhood within the Northeast Los Angeles Community Plan area. The Project would be required to be designed and constructed in accordance with all of the City's applicable design standards, and the Citywide Hillside Ordinance.
Open Space	
4-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.	**Consistent.** The Project includes development of single-family homes and is an extension of the existing single-family residential neighborhood in the existing El Sereno neighborhood within the Northeast Los Angeles Community Plan area. As discussed in response to Checklist Question 1a, the Project would not affect any scenic views.
Park and Recreational Facilities	
5-1.1 Preserve the existing recreational facilities and park space.	**Consistent.** The Project would not affect any designated recreational facilities or park space.
Police Protection	
8-1.1 Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**Consistent.** As part of preparation of this MND, the Los Angeles Police Department (LAPD) was consulted to help determine what demand the Project could have on LAPD services and any mitigation measures that could be implemented to reduce Project demand. (Refer to response to Checklist Question 14ii.)
8-1.3 Encourage design of building and facilities in accordance with principles that minimize opportunities for crime and enhance personal safety.	**Consistent.** The Project developer would be required to design and construct the Project in accordance with "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the LAPD.

Table IV-13
Project Consistency with Applicable Policies of the
Northeast Los Angeles Community Plan

Policy	Project Consistency
Transportation	
10-1.1 Maintain Levels of Service for streets and highways not to exceed LOS "D" for secondary arterials, collector streets, and local streets; not to exceed LOS "E" on Major Highways or in the community's major business districts.	**Consistent.** A traffic impact analysis was prepared for the Project (refer to response to Checklist Question 16a.) The analysis concluded that the existing transportation facilities are adequate to accommodate the Project's traffic, and no significant impacts related to traffic would occur.
13-1.4 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.	**Consistent.** The Project would include adequate driveway access to prevent auto queuing.
Source: Northeast Los Angeles Community Plan.	

Zoning Code

The Project site is currently zoned [Q]R1-1D (Qualified Condition, One-Family Zone, Height District 1) and [Q]RD6-1D (Qualified Condition, Restricted Density Multiple Dwelling Zone, Height District 1). To allow for development of the Project, the Project Applicant is requesting the following zoning-related discretionary approvals:

- **Vesting Tract Map (VTT) for Small Lot Purposes per LAMC Section 17.03** – Request is for a Vesting Tentative Tract Map to create 42 single-family lots in accordance with the Small Lot Subdivision Ordinance No. 176,354 in the Northeast Los Angeles Community Plan

- **Vesting Zone Change (ZC) per LAMC Section 12.32** – Request to permit a change of zone from [Q]R1-1D and [Q] RD6-1D to (T)(Q)RD5-1D

- **Zoning Administrator's Determination (ZAD) per LAMC Section 12.24 X.26** – Request is to allow 23 walls varying in height from 3.5 feet to 7.5 feet in lieu of the maximum of 2 10-foot retaining walls otherwise required in LAMC Section 12.21 C.8(a)

The existing zoning for the Project site allows for development of single-family residential homes, similar to what is proposed. The Project would meet all zoning requirements related to building height, setbacks, and parking. As such, the Project would not conflict with the zoning code. Therefore, Project impacts related to zoning inconsistency would be less than significant.

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

No Impact. The Project site is not subject to any applicable habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

11. MINERAL RESOURCES

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

No Impact. The Project site is located in a fairly urbanized part of the City. There are no known mineral resources on the Project site or in the vicinity. Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impacts related to issue would occur.

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

No Impact. The Project site is located in a fairly urbanized part of the City. The Project site is not identified as a mineral resource recovery site. Thus, the Project would not 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. Therefore, no impacts related to issue would occur.

12. NOISE

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

Less Than Significant With Mitigation Incorporated. The information below is based on a noise study prepared for the Project by DKA Planning (refer to Appendix B).

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table IV-14 provides examples of A-weighted noise levels from common sources.

Table IV-14
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA, L_{eq})
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35
Source: United States Occupational Safety & Health Administration, Noise and Hearing Conversation Technical Manual, 1999.	

Noise Definitions

Community Noise Equivalent Level (CNEL): CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Equivalent Noise Level (L_{eq}). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Effects of Noise

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Audible Noise Changes

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely cause some community reaction. A 10-dBA increase is heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of the distance.

Noise is most audible when traveling by direct line-of-sight.[32] Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

REGULATORY SETTING

Federal

Noise Standards

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project, which is a private development in the City. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

State

Noise Standards

The California Department of Health Services (the "DHS") has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown on Table IV-15. In addition, Section 65302(f) of the

[32] *Line-of-sight is a visual path between the noise source and the noise receptor.*

California Government Code requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table IV-15
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*
[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

City

The LAMC provides two types of noise standards that are relevant to this analysis: 1) construction noise standards, and 2) general noise ordinance standards. The construction noise standards apply only to construction activities, while the general noise ordinance standards apply to noise generated by land use activities.

Construction Noise Standards

LAMC Section 41.40 regulates noise due to construction work. LAMC Section 41.40 prohibits the use of any "power driven drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence" between the hours of 9:00 PM and 7:00 AM. Section 41.40 further states that "the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited" during the hours of 9:00 PM and 7:00 AM. LAMC Section 41.40 also prohibits any construction work, including the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials, within 500 feet of residential buildings before 8:00 AM or after 6:00 PM on Saturday or national holidays or at any time on Sunday. Within the permitted construction times and distances, there are no noise limits. Construction noise intruding onto property zoned for manufacturing or industrial uses is exempted from the LAMC Section 41.40 standards.

LAMC Section 112.05 states that between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet. This limit applies to construction equipment, including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors, and pneumatic or other powered equipment. This limit shall not apply where compliance is technically infeasible. The burden of proving that compliance is technically infeasible shall be on the person or persons charged with any violation of this section. Technical infeasibility shall mean that the noise limit cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment.

General Noise Ordinance Standards

LAMC Chapter XI, "Noise Regulation," regulates noise from non-transportation 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, the regulations do apply to noise generated by vehicles on private property, such as truck operations at commercial or industrial facilities. The exact noise standards vary depending on the type of noise source, but the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. LAMC Section

111.01 (a) defines the 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 of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes..." LAMC Section 111.03 provides minimum ambient noise levels for various land uses, as described on Table IV-16. In the event that the actual measured ambient level at a subject location is lower than that provided in the table, the level in the table shall be assumed.

Table IV-16
City of Los Angeles Minimum Ambient Noise Levels

Zone	Allowable Average Noise Level (L_{eq})	
	Daytime (7 am – 10 pm)	**Nighttime (10 pm – 7 am)**
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50 dB(A)	40 dB(A)
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60 dB(A)	55 dB(A)
M1, MR1, and MR2	60 dB(A)	55 dB(A)
M2 and M3	65 dB(A)	65 dB(A)
Source: LAMC		

At the boundary line between two zones, the allowable noise level of the quieter zone shall be used. The allowable noise levels are then adjusted if certain conditions apply to the alleged offensive noise, as follows:

- For steady tone noise 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) – reduce allowable noise level by 5 dB(A).
- For repeated impulsive noise – reduce allowable noise level by 5 dB(A).
- For noise occurring less than 15 minutes in any period of 60 consecutive minutes between the hours of 7:00 AM and 10:00 PM – increase allowable noise level by 5 dB(A).

The City's noise ordinance is not explicit in defining the length of time over which an average noise level should be assessed. However, based on the noted reference to "60 consecutive minutes," above, it is concluded that the one-hour L_{eq} metric should be used.

Regarding the location at which the noise measurements should be taken, the LAMC states that "except when impractical, the microphone shall be located four to five feet above the ground and ten feet or more from the nearest reflective surface. However, in those cases where another elevation is deemed appropriated, the latter shall be utilized."

LAMC Section 112.02 addresses noise from air conditioning, refrigeration, heating, pumping, and filtering equipment. The section states that such equipment may not generate noise that would exceed the ambient noise level at any adjacent property by more than 5 dB(A).

LAMC Section 114.02 addresses noise from motor driven vehicles (the LAMC only addresses vehicles on private property and does not address vehicles on public highways). The 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 dB(A).

LAMC Section 114.03 states that "It shall be unlawful for any person, between the hours of 10:00 PM and 7:00 AM of the following day, to load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building."

Project Impacts

Construction Noise

During demolition, construction, ground clearing, grading, structural, and other noise-generating activities would occur at the Project site between the hours of 7:00 a.m. and 9:00 p.m. in accordance with the LAMC. Table IV-17 summarizes projected noise levels at nearby sensitive receptors during construction. Land uses on the properties surrounding the Project site include an elementary school, and single- and multi-family residential buildings. There are a number of nearby sensitive receptors to the Project site, including the following:

- Farmdale Elementary School, 90 feet northwest of the Project site
- 2635 Lombardy Avenue, single family residence about 15 feet east of Project site
- 2543 Mallory Street, single family residence about 15 feet east of Project site
- 2518 Eastern Avenue, multi-family residences 15 feet south of the Project site
- Klamath Street residences, directly south of the Project site

To ascertain current ambient noise levels at nearby receptors, DKA Planning took short-term, 15-minute noise readings on April 10, 2015 using a Quest Technologies SoundPro DL Sound Level Meter.[33] Noise

[33] *The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrothnical Commission (IEC) for general environmental noise measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground. Weather conditions were clear with negligible wind.*

measurements were taken at the first four locations near the Project site. Predominant noise was caused by motor vehicles traveling on adjacent roadways, including Eastern and Lombardy Avenues, including bus stops at the intersection of these two arterials. As shown on Table IV-17, ambient noise levels ranged from 61.0 dBA L_{eq} at the residence at 2543 Mallory Street to 71.6 dBA L_{eq} at Farmdale Elementary School.

Table IV-17
Construction Noise Levels - Unmitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
Residence, 2543 Mallory Street	15	78.5	61.0	78.6	17.6
Residence, 2635 Lombardy Avenue	15	81.5	62.8	81.6	18.8
Residences, 2518 Eastern Avenue	15	81.5	69.7	81.8	12.1
Farmdale Elementary School	90	76.4	71.6	77.6	6.0
Source: DKA Planning, 2015.					

Construction activities would generate noise from construction activities that would vary over the 24 months of activity on- and off-site, and would include on-site equipment such as scrapers, tractors, loaders and smaller equipment such as saws, hammers, and pneumatic tools associated with the Project's construction. There would be secondary noise from construction worker vehicles and vendor deliveries. Given the ambient conditions in the neighborhood and the proximity of the nearby receptors, significant noise impacts could occur at all five monitoring locations during construction of the Project.

- Noise levels of up to 81.8 dBA are projected at the residences at 2518 Eastern Avenue, an increase of 12.1 dBA. This elevated noise level would exceed the 75 dBA limit established in the LAMC for construction machinery at 50 feet. These would also exceed the 5 dB noise increase considered to be a noise violation by the LAMC.

- Noise levels of up to 81.6 dBA are projected at the residence at 2635 Lombardy Avenue, an increase of 18.8 dBA. This elevated noise level would exceed the 75 dBA limit established in the LAMC for construction machinery at 50 feet. These would also exceed the 5 dB noise increase considered to be a noise violation by the LAMC.

- Noise levels of up to 78.6 dBA are projected at the residence at 2543 Mallory Street, an increase of 17.6 dBA. This elevated noise level would exceed the 75 dBA limit established in the LAMC for construction machinery at 50 feet. This would also exceed the 5 dB noise increase considered to be a noise violation by the LAMC.

- Noise levels of up to 77.6 dBA are projected at Farmdale Elementary School, an increase of 6.0 dBA. This elevated noise level would exceed the 75 dBA limit established in the LAMC for

construction machinery at 50 feet. This would also exceed the 5 dB noise increase considered to be a noise violation by the LAMC.

These on-site construction-related noise impacts would be significant. However, implementation of Mitigation Measures 12-1 through 12-6 would reduce the Project's construction noise impact to less than significant (refer to Table IV-20 shown after the list of Noise Mitigation Measures).

With regard to off-site construction-related noise impacts, up to 2,850 haul truck trips are expected to remove up to 28,500 cubic yards of cut materials from the Project site, conservatively assuming 10 cubic yards of soil capacity per haul truck. (Project grading would be remedial and would be exempt from the City's Baseline Hillside Ordinance.) This cut material could be transported 20 miles to nearby landfills by ten-wheeled heavy-duty trucks. This would equate to an average of 44 haul trips per day over a three-month grading period. While such vehicle activity would marginally increase ambient noise levels along local roadways, this is not expected to significantly increase ambient noise levels by 5 dBA at sensitive receptors for two reasons. First, this level of haul activity would average four haul trips per hour onto local streets, which would not produce sustained increases in noise levels over an hour or any other monitoring period. As noted in the City's "L.A. CEQA Thresholds Guide," a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming travel speed and fleet mix remain constant. Second, the Project site is immediately adjacent to two freeways (i.e., San Bernardino and Long Beach freeways) and allows immediate access for haul trucks that would avoid travel on local roads with sensitive receptors. This noise impacts would be significant. However, implementation of Mitigation Measure 12-7 would reduce the Project's construction noise impact to less than significant by ensuring the haul truck's immediate ingress onto either of the two adjacent freeways.

Operational Noise

During Project operations, the development would produce both direct noise impacts on the site from residential-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the site. The direct impacts would include stationary noises from sources associated with building operations, such as heating, ventilation, and air conditioning (HVAC) systems.

Section 41.40 and Chapter XI, Articles 1 through 6, of the LAMC requires that noise generated by mechanical equipment not exceed 5 dBA above ambient noise levels at adjacent property lines. Large ground level heating, ventilation, and HVAC systems typically generate noise levels between 50 and 65 dBA at 50 feet.[34] Roof-top mounted equipment typically produces noise levels of up to approximately 56 dBA at 50 feet. Based on the distance from the Project site to nearby receptors, the ambient noise levels, and the relatively quiet operation of HVAC systems, there would not increase in ambient noise levels

[34] *Los Angeles Department of City Planning, San Pedro Community Plan Draft EIR, August 2012.*

from these on-site noise sources. Therefore, noise impacts associated with stationary noise would be less than significant.

The majority of operational noise impacts would be from indirect noise impacts associated with the 400 net new vehicle trips each weekday.[35] During the peak morning hour, the Project would add 32 new vehicle trips to local roadways and 42 trips in the peak evening hour, an average of up to 0.75 vehicle trip per minute. This increased vehicle traffic would result in inaudible increases in roadway noise. As noted in the City's "L.A. CEQA Thresholds Guide," a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming travel speed and fleet mix remain constant.

As a result, mobile noise generated by the Project would not cause the ambient noise level measured at the property lines of adjacent uses along affected roadways to rise to the "normally unacceptable" or "clearly unacceptable" category as defined by the 2003 California General Plan Guidelines or result in any 5 dBA or more increase in noise level. As a result, noise impacts associated with these inaudible, off-site vehicular noise would be less than significant.

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

Less Than Significant Impact. The information below is based on a noise study prepared for the Project by DKA Planning (refer to Appendix B).

Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible. Common sources of vibration include trains, buses, and some construction activities.

Vibration Definitions

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation

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[35] *KOA Corporation, Trip Generation Review – Proposed Project at 2520-2608 North Eastern Avenue, El Sereno; March 19, 2015.*

In terms of construction-related impacts on buildings, the City has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the FTA and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to Project construction. Based on these standards, impacts relative to groundborne vibration would be considered significant if the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any off-site reinforced-concrete, steel, or timber structure;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings (i.e., "fragile" buildings);[40] and
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any building that is extremely susceptible to vibration damage (i.e., "extremely fragile" buildings).[41]

In addition, the City has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance for long-term operational activities, not construction. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table IV-18 identifies PPV and RMS velocity (in VdB) levels for the types of off-road and on-road equipment that could operate at the Project site during construction.

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[40] *Ibid.*

[41] *Ibid.*

(VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[36]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of ground-borne vibration may damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration.

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower, well below the threshold of perception for humans, which is around 65 RMS.[37] Most perceptible indoor vibration is caused by sources within buildings, such as movement of people or slamming of doors. Typical outdoor sources of ground-borne vibration are construction equipment, trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is typically not perceptible.

Applicable Regulations

To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, non-engineered timber and mason buildings can be exposed to ground-borne vibration levels of 0.2 inches per second without experiencing structural damage, while reinforced-concrete, steel, or timber buildings can be exposed to ground-borne vibration levels of 0.5 inches per second.[38]

The FTA has also established guidelines that provide thresholds for ground-borne vibration causing human annoyance. For residential land uses, which experience occasional events of ground-borne vibration or noise, the FTA has established a threshold of 75 VdB.[39] Some commercial buildings, such as auditoriums and theaters have additional vibration and noise annoyance criteria.

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[36] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*

[37] *Ibid.*

[38] *Ibid.*

[39] *Ibid.*

Table IV-18
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40
Source: Federal Transit Administration 2006										

Project Vibration Impacts

As shown on Table IV-18, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Groundborne vibration would be generated by a number of construction activities. Vibration velocities projected to occur at the nearest off-site sensitive receptor would produce up to a 0.191 inches/second PPV at the three residential sites adjacent to the Project site that were analyzed. This PPV is below the 0.2 inches/second that are considered potentially harmful levels of vibration for a non-engineered timber and masonry building. Other potential types of construction equipment would produce less vibration and have lesser potential impacts on neighboring sensitive receptors. As shown on Table IV-19, the peak particle velocity and vibration levels that would occur at these on- and off-site sensitive uses during construction would be less than the thresholds associated with building damage. Therefore, construction-related vibration impacts would be less than significant.

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

Less Than Significant With Mitigation Incorporated. As discussed in response to Checklist Question 12a, with mitigation, the Project would not generate a substantial permanent increase in noise in excess of City noise standards. Therefore, Project impacts related to permanent noise increase would be less than significant.

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

Less Than Significant With Mitigation Incorporated. As discussed in response to Checklist Question 12a, with mitigation, the Project would not result in a substantial temporary or periodic increase in

ambient noise levels in excess of City noise standards. Therefore, Project impacts related to temporary or periodic noise increase would be less than significant.

Table IV-19
Vibration Levels at Off-Site Sensitive Uses from Project Construction

Sensitive Uses Offsite	Distance to Project Site (ft.)	Estimated PPV (in/sec) [a]	Estimated Vibration Levels (VdB) [b]
Residence, 2543 Mallory Street	15	0.191	0.2
Residence, 2635 Lombardy Avenue	15	0.191	0.2
Residences, 2518 Eastern Avenue	15	0.191	0.2
Farmdale Elementary School	90	0.013	0.2

[a] *The vibration velocities at the off-site sensitive uses are determined with the following equation from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment, Final Report: $PPV_{equip}=PPV_{ref}$ x $(25/D)^{1.5}$, where PPV_{equip} = peak particle velocity in in/sec of equipment, PPV_{ref} = reference vibration level in in/sec at 25 feet, D = distance from the equipment to the receive.*

[b] *The vibration levels at the off-site sensitive uses are determined with the following equation from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment, Final Report: Lv(D)=Lv(25 ft) – 30log(D/25), where Lv = vibration level of equipment, D = distance from the equipment to the receiver, Lv(25 ft) = vibration level of equipment at 25 feet.*

Source: Source: DKA Planning 2015.

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

No Impact. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels and no impact would occur.

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

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

Mitigation Measures (Noise)

To ensure that the Project would not result in significant noise impacts during construction, the following mitigation measures are required (refer to Table IV-20):

12-1: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

12-2: Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

12-3: Temporary sound barriers, capable of achieving a sound attenuation of at least 10 dBA (e.g., construction sound wall with sound blankets), and capable of blocking the line-of-sight to the adjacent residences shall be installed as feasible.

12-4: All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.

12-5: All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent residences.

12-6: Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

12-7: A haul route for exporting cut materials from the site to a nearby landfill that access the San Bernardino and/or Long Beach Freeways should minimize travel on residential streets with sensitive receptors.

Table IV-20
Construction Noise Levels - Mitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
Residence, 2543 Mallory Street	15	62.5	61.0	64.8	3.8
Residence, 2635 Lombardy Avenue	15	65.5	62.8	67.4	4.6
Residences, 2518 Eastern Avenue	15	65.5	69.7	71.1	1.4
Farmdale Elementary School	90	60.4	71.6	71.8	0.3

Source: DKA Planning, 2015.

13. POPULATION AND HOUSING

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

Less Than Significant Impact. Due to the scale at which housing markets operate, the analysis of potential Project impacts is presented in terms of the following two principal geographic scales/zones around the Project site:

- **2010 Census Data**. The local Census Tracts in and around the Project Site provide the smallest geographic measurable unit for existing population and housing.
- **City of Los Angeles.** SCAG's 2012-2035 RTP/SCS and the California Department of Finance consider the City as a separate unit from other cities and any unincorporated areas.

Regulatory Framework

Regional

Southern California Association of Governments

SCAG is the federally designated metropolitan planning organization for six Southern California counties including the County of Los Angeles. SCAG prepared, and adopted, the 1996 Regional Comprehensive Plan and Guide (RCPG), the 5th Cycle for 2014-2021 Regional Housing Needs Assessment (2014-2021 RHNA) (approved November 26, 2012), the 2008 Regional Transportation Plan (RTP), and the Regional Transportation Improvement Program (RTIP) to address regional growth and measure progress toward achieving regional planning goals and objectives. SCAG has released its 2008 Regional Comprehensive Plan (RCP), as an update to the adopted 1996 RCPG. In April 2012, SCAG adopted the 2012-2035 Regional Transportation Plan (2012-2035 RTP) based, in part, on data from the 2010 U.S. Census.

2008 Regional Comprehensive Plan

SCAG prepared and issued the 2008 RCP in response to the SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.

The 2008 RCP serves as a policy framework for implementation of short-term strategies and long-term initiatives to improve regional mobility and sustainability, while also directly addressing the interrelationships between natural resource sustainability, economic prosperity, and quality of life. The 2008 RCP incorporates principles and goals of the 2004 Compass Blueprint Growth Vision, as discussed below. The 2008 RCP includes nine chapter areas: Land Use and Housing, Transportation, Air Quality,

Energy, Open Space and Habitat, Water, Solid Waste, Economy, and Security and Emergency Preparedness. Each chapter is organized into three sections: goals, outcomes, and action plans.

The RCP chapters that are relevant to population and housing are the Growth Management and Housing Chapters. The purpose of the Growth Management Chapter is to present forecasts which establish the socioeconomic context for the RCPG, particularly the Regional Mobility and Air Quality Chapters. It also addresses issues related to growth and land consumption by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources, and enhance the quality of life in the region.

The Housing Chapter includes advisory strategies for bringing housing costs and decent shelter within reach of more households in order to support the economic health and social vitality of the region. Its goals include providing for decent and affordable housing for all people; an adequate supply and availability of housing; housing stock maintenance and preservation; and promoting a mix of housing opportunities region wide.

Regional Housing Needs Assessment

The RHNA is a key tool for SCAG and its member governments to plan for growth. The 2014-2021 RHNA quantifies the need for housing within each jurisdiction between 2014 and 2021. Communities then plan, consider, and decide how they will address this need through the process of completing the housing elements of their general plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, and improve access to jobs, transportation and housing, without adversely impacting the environment. The RHNA is produced periodically by SCAG, as mandated by State law, to coincide with the region's schedule for preparing housing elements. It consists of two measurements of housing need: (a) existing need; and (b) future need.

The existing need assessment is based on data from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors - household growth, vacancy need and

replacement need - form the "construction need" assigned to each community. The City of Los Angeles was assigned a RHNA of 82,002 units for the 2014-2021 planning period.[42] There is no process for allocating the citywide total to City subareas, such as a Community Plan Area. Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

2012-2035 Regional Transportation Plan

The RTP includes a proposed growth forecast for population, household, and employment for the City of Los Angeles in 2020 and 2035:[43]

- Population: 3,991,700 persons in 2020 and 4,320,600 in 2035;
- Households: 1,455,700 households in 2020 and 1,626,600 in 2035; and
- Employment: 1,817,700 jobs in 2020 and 1,906,800 in 2035.

City

City of Los Angeles General Plan

The General Plan addresses community development goals and policies relative to the distribution of land use, both public and private, including housing. The General Plan integrates citywide elements, Community Plans, and Specific Plans and gives policy direction for planning regulations and implementation programs.

General Plan Framework Element

The General Plan Framework Element (General Plan Framework or Framework Element), adopted in December 1996 (re-adopted August 2001), is a strategy for long-term growth that sets a citywide context to guide the update of the Community Plans and citywide elements. The Framework Element provides that precise determinations regarding future growth and development will be made through the Community Planning process. The Framework Element encourages future growth and development within target areas, but does not require that future development and growth be limited to target areas.

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[42] *City of Los Angeles General Plan Housing Element, Housing Needs Assessment, December 3, 2013.*

[43] *SCAG, 2012-2035 Regional Transportation Plan, Growth Forecast, page 32:* http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf.

The Framework Element's central housing goal is an equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

The General Plan Framework focuses on providing strategies for accommodating growth by encouraging growth in a number of higher-intensity commercial and mixed-use districts, centers, boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. It is intended to be flexible and provides a Long Range Land Use Diagram recommending the creation of new land use categories for targeted growth areas in various areas of the City that will contain international centers, regional centers, community centers, neighborhood districts, and mixed-use boulevards based on the planning principles, goals, objectives, and policies it discusses.

General Plan Housing Element

The Housing Element of the City's General Plan identifies as its overall goal the creation of a city of livable and sustainable neighborhoods with a range of housing types and costs in mutual proximity to jobs, infrastructure and services.

On December 3, 2013, the City Council adopted the update to the Housing Element of the General Plan for the period of 2013-2021. The Housing Element provides the number of housing units each community must plan and accommodate during the 8-year period pursuant to the RHNA allocation. The Housing Element does not alter the development potential of any site in the City, nor modify land use of the Zoning Code. It also does not undermine, in any way, neighborhood planning efforts such as Community Plans, Specific Plans, or Historic Preservation Overlay Zones. While the State requires the City to evaluate and plan for the existing capacity to accommodate future projected growth, the Housing Element does not have any material effect on development patterns, nor specify areas for increased height or density.

An objective of the Housing Element is to promote an equitable distribution of affordable housing opportunities throughout the City by providing incentives to include affordable housing in residential development. The Project would further the goals and objectives of the Housing Element by providing additional housing stock.

Existing and Forecasted Population and Housing for City of Los Angeles

According to analysis by the State's Housing and Community Development Department, prior to the recent economic downturn and foreclosure crisis, California had experienced decades of undersupply of housing, contributing to significant price escalation and the affordability crisis.[44] The factors contributing

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[44] *State of California – Business, Transportation and Housing Agency, The State of Housing in California 2012: Affordability Worsens, Supply Problems Remain, 2012.*

to California's continuing housing supply and affordability problems include a chronic mismatch between the existing housing stock and the demand for housing by type and location; lack of sufficient housing construction to meet demand; and persistently high housing costs relative to household incomes, even with the effects of the recent national recession.

Almost all future California population and household growth will occur in metropolitan areas, and most of that will occur in southern California. According to SCAG's 2008 growth forecast, the six-county region is projected to add about 4.6 million people and about 1.6 million households between 2010 and 2035. In Los Angeles County alone, the forecast envisions about 1.7 million people and about 646,000 households between 2010 and 2035. As the largest city in the County, the City of Los Angeles will receive most of the County's future growth.

SCAG's State-approved 2007 RHNA assigns 82,002 units of housing production need to the City of Los Angeles for the 2008-2014 Housing Element (which actually covers a 7.5-year planning period), or an annual average of about 15,000 new dwelling units per year.[45]

The Housing Element of the City's General Plan, mentioned above, notes that for over 10 years, the City has been pursuing a sustainable approach to accommodating long-range growth. This approach is established in the Framework Element of the General Plan, first adopted in 1995, which encourages sustainable growth in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit. The goals and policies of the Framework Element establish a balanced approach to growth by linking it to the land uses and infrastructure that will support the type of infill development that incurs the least economic, environmental, and social costs.

Table IV-21 lists the 2010 and 2013 population, households, and subsequent persons/housing ratio, the SCAG forecast for 2020 and 2035, as well as the number and percent change.

Existing Project Site Conditions

The Project site is an infill site that is currently not developed with any structures.

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[45] *City of Los Angeles General Plan Housing Element, Housing Needs Assessment, December 3, 2013.*

Table IV-21
Population and Households in the City of Los Angeles

Year	Population	Households	Person/Households
2010[1]	3,792,621	1,412,006	2.69
2014[2]	3,904,657	1,432.553	2.72
2020[3]	3,991,700	1,455,700	2.74
2035[3]	4,320,600	1,626,600	2.66
Change 2010 to 2014			
Number Changed	*+112,036*	*+20,547*	+0.03
Change 2014 to 2020			
Number Changed	+87,043	+23,147	+0.02
Change 2014 to 2035			
Number Changed	*+415,943*	+194,047	-0.06

1 *2010: Census data, reported 4/1/2010.*

2 *2014: As of January 1, 2014, Department of Finance: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.*

3 *2020 and 2035: Based on the adopted 2012-2035 Regional Transportation Plan by SCAG, page 32: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf.*

Project Impacts

The Project includes of the site with a 42 single-family homes. Based on the 2014 persons-per-household rate for the City shown on Table IV-21, the Project would generate approximately 114 residents.

As shown on Table IV-22, the Project would represent a negligible percent (less than one-half of one percent) of the estimated population and housing growth in the City. Thus, the Project's residents and housing units would fall within the estimates and RHNA allocation. Additionally, the Project would help achieve a portion of the household growth forecast for the City and the Northeast Los Angeles Community Plan area, while also being consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of VMT. Thus, the Project would not substantially induce housing growth beyond forecasted levels and would meet a portion of forecasted housing demand currently forecasted for the City. Thus, the Project would not represent a substantial or significant growth as compared to projected growth. Therefore, no significant impacts related to population and housing would occur as a result of the Project.

Table IV-22
Project Estimated Comparison

Project	Comparison Amount	% of Comparison
As compared to Growth Forecast from 2014 to 2020		
114 residents	+87,043[1]	0.13
42 units	+23,147[1]	0.18
As compared to Growth Forecast from 2014 to 2035		
114 residents	+415,943[1]	0.02
42 units	+194,047[1]	0.02
As compared to City's 2014-2021 Housing Element		
42 units	6,018 (Community Plan)[2]	0.69
42 units	82,002 (Citywide)[3]	0.05

[1] *2020: Based on the adopted 2012-2035 Regional Transportation Plan by SCAG, page 32: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf*
[2] *City of Los Angeles, Housing Element, 2013-2021, adopted December 3, 2013, Table 3.1, page 3-4.*
[3] *City of Los Angeles, Housing Element, 2013-2021, adopted December 3, 2013, page 3-3.*

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

No Impact. No housing exists on the Project site. Therefore, the Project would not displace any existing housing, necessitating the construction of replacement housing elsewhere, and no impacts related to this issue would occur.

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

No Impact. No people live on the Project site. Therefore, the Project would not displace any residents, necessitating the construction of replacement housing elsewhere, and no impacts related to this issue would occur.

14. PUBLIC SERVICES

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

(i) Fire protection?

Less Than Significant Impact. The Project includes development of a 42 single-family residential homes at the Project site, increasing the need for fire protection services at the Project site. Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.09.07, the maximum response distance between a low-density residential neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.[46] However, projects that fall within Very High Fire Hazard Severity Zone (as is the Project) are required to install fire sprinkler systems.

The Project site is served by several fire stations, as shown on Table IV-23. As stated previously, the Project is located within a Very High Fire Hazard Severity Zone. Thus, the Project would be required to be designed and constructed in accordance with the Los Angeles Fire Code and would be required to incorporate measures, including but not limited the following:

- Ignition-resistant roofing and other building materials
- Fire-Retardant-Treated Wood or noncombustible materials
- Roof coverings, valleys, and gutters
- Attic ventilation
- Eave or cornice vents
- Sprinkler systems
- Landscaping with fire-retardant plants
- Vegetation clearance

Additionally, prior to issuance of an Occupancy Permit, the Project Applicant would be required to coordinate with LAFD to ensure that the Project incorporates all appropriate fire-prevention measures. All

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[46] *LAFD website: http://lafd.com/prevention/hydrants/division_9_fc.html, accessed October 21, 2014.*

ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Therefore, the Project would not result in any significant impacts related to emergency access. Approximate fire-flow requirement for the Project is 2,000 gallons per minute with a 20 pounds-per-inch residual pressure. Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project during LAFD's plan check process. Through compliance with these requirements, Project impacts related to fire protection services would be less than significant.

Table IV-23
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
1	2230 Pasadena Avenue	3.8 miles
12	5921 North Figueroa Street	3.4miles
16	2011 North Eastern Avenue	0.7 mile
47	4575 Huntington Drive South	1.2 miles
Source: http://lafd.org/fire_stations/station_results/%2A?zipcode=90065, accessed April 15, 2015.		

(ii) Police protection?

Less Than Significant Impact. The Project includes development of 42 single-family residential homes at the Project site, increasing the need for police protection services at the Project site. In accordance with the City's Standard Condition of Approval, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the LAPD. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. These measures for the Project shall be approved by the LAPD prior to the issuance of building permits. Through compliance with the requirements of the LAPD, Project impacts related to police protection services would be less than significant.

(iii) Schools?

Less Than Significant Impact. Los Angeles Unified School District's (LAUSD) schools that serve the Project site and area are shown on Table IV-24. As shown on Table IV-25, the Project would generate a total of approximately 11 students, including 5 elementary students, 3 middle school students, and 3 high school students. Based on the remaining capacity shown on Table IV-24, the schools serving the Project site would have adequate capacity to serve the Project's student generation. Pursuant to the California Government Code, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the

Project. Additionally, the Project Applicant would be required to implement Mitigation Measures 16-2 and 16-4 (refer to Checklist Question 16a, Transportation/Traffic) to ensure that construction-related traffic would not cause any safety issues for Farmdale Elementary School and El Sereno Middle School located near the Project site. Therefore, Project impacts to school services would be less than significant.

Table IV-24
LAUSD School's Serving the Project Area Student Capacity and Enrollment

School Type (Grade)	School Name	Capacity (students)	Actual Enrollment (students)	(-)Under / (+)Over Capacity (students)
Elementary School	Farmdale Elementary School	546	501	-45
Middle School	El Sereno Middle School	1,568	1,304	-264
High Schools	Lincoln Senior High School	1,702	1,365	-337
	Wilson Senior High School	2,077	1,748	-329

Source: LAUSD, Rena Perez, Director, March 9, 2015 (refer to Appendix F).

Table IV-25
Estimated Project Student Generation

Use Type	Amount of Development	School Type	Student Generation Factor [a]	Total Students Generated
Residential	42 du	Elementary School (K-5)	0.1266/du	5
		Middle School (6-8)	0.0692/du	3
		High School (9-12)	0.0659/du	3
			Total	**11**

du = dwelling unit *Number of students has been rounded to the nearest whole number.*
[a] *Los Angeles Unified School District, Student Generation Rate Calculation, February 25, 2008.*

(iv) Parks?

Less Than Significant Impact. The Project would consist of 42 single-family residential homes, which would generate an estimated 114 residents. The standard minimum parkland-to-population ratio, provided in the City's General Plan Framework Element, is two acres of parkland per 1,000 residents generated.

Therefore, implementation of the Project would require approximately 0.228 acre of parkland.[47] However, the Project Applicant shall pay all required parkland fees pursuant to the LAMC, including, in consultation with the City of Los Angeles Department of Recreation and Parks, the Project Applicant shall be required to comply with one or more of the following: 1) dedicate two acres of parkland per 1,000 residents, 2) pay in-lieu fees for any land dedication requirement shortfall, or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof. Through compliance with the LAMC, Project impacts related to parks and recreational facilities would be less than significant.

(v) Other public facilities?

Libraries

Less Than Significant Impact. The City of Los Angeles Public Library (LAPL) provides library services throughout the City. The LAPL's Branch Facilities Plan includes criteria for new libraries and recommends new size standards for the provision of LAPL facilities: 12,500 square feet for communities with a population of less than 45,000; 14,500 square feet for communities with a population of more than 45,000; and up to 20,000 square feet for a regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the community.

As discussed previously, the Project would introduce approximately 114 residents to the Project site. (It should be noted that some or all of the 114 residents could already live in the Project area or City with an existing demand for library services that would not be increased with implementation of the Project.) However, the number of residents generated by the Project is minimal and would not require the need for new or expanded library facilities. Therefore, Project impacts to library service would be less than significant.

15. RECREATION

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

Less Than Significant Impact. As discussed above in response to Checklist Question 14iv (Parks), the Project Applicant would be required to either dedicated approximately 0.228 acre of parkland, pay in-lieu fees, or provide on-site improvements equivalent in value to in-lieu fees (or any portion thereof). The Project would not cause substantial deterioration of parks and recreational facilities. Therefore, impacts related to this issue would be less than significant.

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[47] *[(114 residents) ÷ (1,000)] = 0.114 thousand residents. [(2 acres of parkland) x (0.114 thousand residents)] = 0.228 required acre.*

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. The Project includes development of 42 single-family residential homes, which include open space areas that are inclusive of the proposed residential development and is required to meet the City's open space requirements. The assessment of impacts associated with development of these open space facilities is inclusive of the assessment of impacts associated with the Project in its entirety. No direct significant impacts would occur as a result of development of the open space facilities.

16. TRANSPORTATION AND TRAFFIC

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

Less Than Significant With Mitigation Incorporated. A traffic study was prepared for a project previously proposed for development at the Project site that included a charter school of 530 students, 20 residential units, and a 2,320-square-foot community café/restaurant. The trip generation associated with this development is summarized on Table IV-26. As shown, this development would generate approximately 1,363 daily trips, 322 AM peak-hour trips, and 121 PM peak-hour trips. The previous traffic study concluded that school/mixed-use development would not result in any significant impacts. This traffic study was approved by the Los Angeles Department of Transportation (LADOT) on June 4, 2012.

Table IV-26
Previous Project Trip Generation

Land Use	ITE Code	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Generation Rates										
Elementary School	520	1	Student	1.29	55%	45%	0.45	49%	51%	0.15
Apartment	220	1	Unit	6.65	20%	80%	0.51	65%	35%	0.62
Café Shop w/Drive-Thru	939	1	ksf	523.17	47%	53%	70.22	50%	50%	28.00
Previous Project Trip Generation										
Elementary School		530	Students	684	131	108	239	39	41	80
Multi-Family Residential		20	Unit	133	2	8	10	8	4	12
Community Café		2.32	ksf	1,214	77	86	163	33	32	65
Internal Trip Reduction										
Community Café (10%)				*(121)*	*(8)*	*(8)*	*(16)*	*(3)*	*(4)*	*(7)*
Pass-by Trip Generation										
Community Café (50%)				*(547)*	*(35)*	*(39)*	*(74)*	*(15)*	*(14)*	*(29)*
Total Trip Generation				**1,363**	**167**	**155**	**322**	**62**	**59**	**121**

Source: KOA Corporation, March 26, 2012. Refer to Appendix G.

The previously proposed project was not approved. At this time, the Project Applicant is proposing to develop 42 single-family homes at the Project site, a less intense development than previously proposed. The trip generation associated with the 42 single-family homes is shown on Table IV-27. As shown, the currently proposed Project would generate approximately 400 daily trips, 32 AM peak-hour trips, and 42 PM peak-hour trips. Compared to the previously proposed project, the current Project would generate 963 fewer daily trips, 290 fewer AM peak-hour trips, and 79 fewer PM peak-hour trips. Given the reduction in the amount of traffic, the currently proposed Project also would not result in any significant impacts.

Table IV-27
Project Trip Generation Rates[1]

Land Uses	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates									
Single-Family Residential	210	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Currently Proposed Project									
Single-Family Residential		42	8	24	32	26	16	42	400

[1] *Institute of Transportation Engineers Trip Generation, 9th Edition, 2012.*
[2] *DU = Dwelling Units*
Source: KOA Corporation, March 19, 2015. Refer to Appendix G.

To confirm that the conclusions of the previous traffic study apply to the currently proposed Project and that the currently proposed Project would not result in any significant traffic impacts, KOA Corporation reviewed the existing area level of service, as compared to the levels of service identified in the June 2012 traffic study.

New peak-period intersection traffic counts were conducted at the nearby, signalized intersections of Eastern Avenue/Lombardy Boulevard and Eastern Avenue/Gamier Street on Wednesday, March 18, 2015. School schedules were examined before scheduling these counts, to provide assurance that a minimum day area school schedule or other special traffic issue was not occurring. Counts were conducted during the 7:00 AM to 9:00 AM and 2:00 PM to 4:00 PM timeframes. The existing level of service values documented in the June 2012 traffic report and those documented as part of the updated counts analysis, are both summarized on Table IV-28.

The resulting level of service values from the analysis of the new traffic counts indicates that the two intersections operate at LOS B in the AM peak hour and at LOS A in the PM peak hour. LOS values range from A to F, with A denoting the best conditions and LOS F denoting the worst conditions. LOS E is considered to denote conditions at the upper limit of designed capacity, and LOS F is considered to denote conditions at or above capacity. The analyzed LOS values represent good operating conditions. There is generally no degradation in level of service values, versus the values determined in the previous

report. There is a change from LOS A to B at the intersection of Avenue/Lombardy Boulevard in the AM peak hour. Otherwise, intersection conditions have not worsened significantly.

Table IV-28
Summary of Level of Service Analysis

Intersection	Existing Conditions (from Previous Report)		Existing Conditions (2015)	
	V/C	LOS	V/C	LOS
AM Peak Hour				
Eastern Avenue & Gambier Street	0.636	B	0.631	B
Eastern Avenue & Lombardy Boulevard	0.458	A	0.679	B
PM Peak Hour				
Eastern Avenue & Gambier Street	0.357	A	0.377	A
Eastern Avenue & Lombardy Boulevard	0.309	A	0.524	A
Source: KOA Corporation, April 13, 2015. Refer to Appendix G.				

As stated previously, the traffic study for the previously proposed development at the Project site determined that significant traffic impacts would not occur due to that development. The currently proposed Project would generate fewer trips and therefore, no significant traffic impacts would occur as a result of the currently proposed Project.

Construction Traffic

Construction of the Project would generate construction-related traffic trips associated with delivery of construction equipment and materials, construction workers, and export of approximately 28,500 cubic yards of dirt. All construction-related traffic trips would occur outside of the peak hours for traffic conditions in the Project area (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM). Construction workers would arrive at the Project site around 7:00 AM and would leave around 3:00 PM. In accordance with Mitigation Measure 16-1, all construction equipment and vehicles (including workers' cars) would be parked/staged on the Project site and not on the streets near the Project site. The roadways providing access to and from the Project site would not be blocked by construction equipment during any phase of construction. Additionally, due to the Project site's proximity to Farmdale Elementary and El Sereno Middle School, the Project Applicant would be required to comply with Mitigation Measures 16-2 and 16-4, which include coordination with the schools' administrators regarding the Project's construction schedule, activities, and hauling of dirt. (Project grading would be remedial and exempt from the City's Baseline Hillside Ordinance.) With implementation of Mitigation Measures 16-1 through 16-4, the Project's construction-related traffic impacts would be less than significant.

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

No Impact. The Congestion Management Plan (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

Because the Project would not generate 50 or more peak-hour trips, the Project would not add 50 or more trips during the morning or afternoon peak hours at CMP monitoring intersections, no significant impacts would occur as a result of the Project, and no further review of potential impacts to intersection monitoring locations that are part of the CMP system is required.

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

No Impact. The Project includes development of 42 single-family homes, reaching approximately 22 feet in height, a height that is within the height range of the existing buildings in the Project area. The Project site is not located near any airports. Thus, the Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project does not include development of any roadway infrastructure. The Project includes development of 42 single-family homes, similar to those found in the immediate vicinity of the Project site. The Project would not create any hazards, and no impacts would occur as a result of the Project.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Project includes development of 42 single-family homes, similar to those found in the immediate vicinity of the Project. Each home would include a driveway that extends from on-site roadways to the garages associated with the homes. All parking associated with the homes would be provided at the site of the homes and not on the roadways. Additionally, all ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and City Fire Department standards and requirements for design and

construction. Therefore, the Project would not result in any significant impacts related to emergency access.

f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The Project would generate approximately 114 people, which would not put a great demand on transit services in the Project area. No impacts related to this issue would occur as a result of the Project.

Mitigation Measures (Traffic/Transportation)

To ensure that no significant construction-related traffic impacts occur during the Project's construction phase, the following mitigation measures are required:

16-1: Hillside Construction Staging and Parking Plan

- Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:

    - No construction equipment or material shall be permitted to be stored within the public right-of-way.

    - If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.

    - During the Excavation and Grading phases, all haul trucks shall be staged on the Project site. The drivers shall be required to follow the designated travel plan or approved Haul Route.

    - Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.

- All deliveries during construction shall be coordinated so that all vendor/delivery vehicles will stage and make deliveries on the project site, and that a construction supervisor is present at such time.

- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.

- During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

16-2: Construction Activity Near Schools

- The Project developer and contractors shall maintain ongoing contact with administrators of the Farmdale Elementary School and the El Sereno Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the Project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

16-3: Schools affected by Haul Route

- LADBS shall assign specific haul route hours of operation based upon Farmdale Elementary School and El Sereno Middle School hours of operation.

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

16-4: Good Neighbor Construction Practices

- Whenever possible, construction vehicles should be parked on site to prevent congestion on streets with limited parking.
- When temporarily blocking portions of streets for deliveries of construction materials, a flag person shall be provided to assist with pedestrian and vehicular traffic.
- Street closures shall not take place during peak traffic hours. Any street, sidewalk, or other improvement work shall be conducted in conformance with the latest Manual on Work Area Traffic Control.
- Care shall be taken not to overfill concrete trucks during deliveries. If spills occur, it shall be the responsibility of the concrete company to immediately provide clean up.
- Construction noise shall be kept to a minimum with consideration of the surrounding neighbors. Unnecessary noise such as music shall be kept below legal levels.
- Streets and sidewalks adjacent to construction sites shall be swept free of construction debris at all times.
- Care shall be taken to not interfere with trash pick-up by the Bureau of Sanitation. Construction and delivery vehicles shall be subject to trash pick-up parking restrictions.
- If building materials are to be stored in public right of ways, it shall be by permit from the Department of Public Works, Bureau of Street Services, Investigations and Enforcement Division and shall conform with all applicable rules.
- All construction/demolition activities shall comply with the construction hours in Section 41.40 of the LAMC.

17. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

Less Than Significant Impact. The Project site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 362 mgd. Thus, there is approximately 88 mgd available capacity.

The Project would generate approximately 8,400 gallons of wastewater per day (or 0.0084 mgd) (refer to Table IV-29.[48] With a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to

[48] *This conservatively assumes the amount of wastewater equals water consumption.*

serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

Table IV-29
Estimated Water Consumption

Residential Dwelling Units	Size	Consumption Rate	Total (gallons/day)
3-bedroom	42	200 gpd/du	8,400
Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002. *Note: Water generation rates are approximately 110% of the wastewater generation rates.*			

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

Less Than Significant Impact. The Los Angeles Department of Water and Power (LADWP) owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

As shown on Table IV-29, the Project would consume approximately 8,400 gallons of water per day. With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project. Therefore, Project impacts related to water treatment would be less than significant.

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

Less Than Significant Impact. As discussed in response to Checklist Question 9e, the Project would not exceed the capacity of the existing or planning drainage system. Therefore, Project impacts related to stormdrain capacity would be less than significant.

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

Less Than Significant Impact. As shown on Table IV-29, the Project would consume approximately 8,400 gallons of water per day. According to the Los Angeles Department of Water and Power (LADWP), if a project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water

Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated.[49] As discussed previously in response to Checklist Question 10b, the Project is consistent with the City's General Plan land use designation for the Project site. Additionally, the Project would include a cistern system that would capture rainwater to use for landscape irrigation in order to help reduce the Project's overall water consumption. As such, the Project would not require new or additional water supply or entitlements. Therefore, Project impacts related to water supply would be less than significant.

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

Less Than Significant Impact. As discussed in response to Checklist Question 17a, with a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

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

Less Than Significant Impact. Most of the solid waste generated in the City is disposed of at the Sunshine Canyon Landfill and Chiquita Canyon Landfill. The Sunshine Canyon Landfill is jointly operated by the City and the County (each operates separate portions of the landfill). The Sunshine Canyon Landfill currently has a remaining capacity of 80,500,000 tons, with a permitted intake of 12,100 tons per day (tpd) and currently accepts an average of 6,949 tpd and therefore, has a remaining daily intake availability of 5,151 tpd.[50] The Chiquita Canyon Landfill currently has a remaining capacity of 6,233,000 tons, with a permitted intake of 5,000 tpd and currently accepts an average of 3,804 tpd, with a remaining daily intake availability of 1,196 tpd.[51] Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill have a combined remaining permitted daily intake of 6,347 tpd. The Sunshine Canyon Landfill has an estimated remaining life of 23 years, and the Chiquita Canyon Landfill has an estimated

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[49] *LADWP, 2011 UWMP, page 249.*

[50] *County of Los Angeles Department of Public Works, Solid Waste Information Management System, http://dpw.lacounty.gov/epd/swims/OnlineServices/search-solid-waste-sites-esri.aspx, accessed October 20, 2014.*

[51] *Ibid.*

remaining life of 5 years.[52] An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy).[53]

The Project is estimated to generate an increase of approximately 1,140 pounds per day (or 0.57 tons/day) of solid waste. With a remaining daily capacity of 6,347 tpd, the existing landfill capacity would be adequate to accommodate the Project's solid waste generation. Therefore, Project impacts related to solid waste would be less than significant.

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

Less Than Significant Impact. The Project would be required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance related to solid waste generation, and no significant impacts related to this issue would occur.

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant With Mitigation Incorporated. For the reasons stated in this Initial Study, with incorporation of the identified mitigation measures, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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[52] *Ibid.*

[53] *Ibid.*

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

Less Than Significant Impact. For the reasons stated in this Initial Study, the Project would not result in any significant impacts would not have the potential to contribute to significant cumulative impacts.

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

Less Than Significant With Mitigation Incorporated. For the reasons stated in this Initial Study, with incorporation of the identified mitigation measures, the Project would not cause substantial adverse effects on human beings, either directly or indirectly.

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