City of Los Angeles

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

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
NORTH HOLLYWOOD–VALLEY VILLAGE COMMUNITY PLAN AREA

Chandler NoHo
Case Number: ENV-2016-157-MND

Project Location: 5401-5415 N Lankershim Boulevard & 11307 W Chandler Boulevard, Los Angeles, California 91601

Council District: CD-2 – Paul Krekorian

Project Description: The Project Site is a 0.818-acre (35,648 square feet) site in the North Hollywood neighborhood within the North Hollywood–Valley Village Community Plan in the City of Los Angeles.

The Project would include the demolition of an existing 1,027 square foot, single-story commercial building and construction of a mixed-use building containing 127 residential units, 13,176 square feet of commercial space, 1,615 square feet residential leasing and management space, and 11,134 square feet of total open space. The Project would include two subterranean parking levels, a parking level on the second level and parking on the ground floor that would contain a total of 222 vehicle parking spaces and 162 bicycle parking spaces. After street dedication, the Project Site would be 0.767 acres (33,411 square feet). As part of construction, 7 non-protected trees would be removed from the site and 26,000 cubic yards of soil would be exported. Approximately 20 street trees would be added to the site as well as several trees within the internal courtyard.

Based on a commitment to allocate 10 units as very low affordable units, the Applicant is requesting a 35 percent density bonus and two on-menu incentives that include a 20 percent decrease in the required rear yard setback and a 20 percent decrease in the required open space, pursuant to the provisions of LAMC Section 12.22A25. The Applicant is also requesting site plan review, pursuant to the provisions of LAMC Section 16.05.C.1(b), to permit a project that creates, or results in an increase of 50 or more dwelling units. In addition, the Project Applicant would request approvals and permits, as required, from the Department of Building and Safety (and other municipal agencies) for construction activities, such as street tree removal, demolition, excavation, foundation, and building permits.

APPLICANT:
The Richman Group of California Development Company, LLC

PREPARED BY:
Meridian Consultants LLC

ON BEHALF OF:
City of Los Angeles
Department of City Planning
Environmental Analysis Section

December 2016

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles, Department of City Planning		**COUNCIL DISTRICT:** CD 2 – Paul Krekorian
PROJECT TITLE: Chandler NOHO	**ENVIRONMENTAL CASE:** ENV-2016-157-MND	**CASE NOS:** DIR-2016-156-SPR-DB

PROJECT LOCATION: 5401-5415 Lankershim Boulevard & 11307 W Chandler Boulevard, North Hollywood, CA 91601.

PROJECT DESCRIPTION:

The Project is a mixed-use development project on an approximately 0.818-acre site located in the North Hollywood neighborhood within the North Hollywood–Valley Village Community Plan. The Project would include the demolition of the existing 1,027 square foot commercial building and construction of a mixed-use building containing 127 residential units, 1,615 square feet of leasing space, 13,176 square feet of commercial space, 11,134 square feet of total open space, 222 vehicle parking spaces, and 162 bicycle parking spaces. As part of construction, 7 non-protected trees would be removed from the site and 26,000 cubic yards of soil would be exported. Approximately 20 street trees would be added to the site as well as several trees within the internal courtyard.

Based on a commitment to allocate 10 units as very low affordable units, the Applicant is requesting a 35 percent density bonus and two on-menu incentives that include a 20 percent decrease in the required rear yard setback and a 20 percent decrease in the required open space (LAMC Section 12.22A25). The Applicant is also requesting site plan review, pursuant to the provisions of LAMC Section 16.05.C.1(b), to permit a project that creates, or results in an increase of 50 or more dwelling units. In addition, the Project Applicant would request approvals and permits, as required, from the Department of Building and Safety (and other municipal agencies) for construction activities, such as street tree removal, demolition, excavation, foundation, and building permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Luke Daniels
The Richman Group of California Development Company, LLC
7817 Herschel Ave, Suite 102
La Jolla, CA 92037

FINDING:

The Department of City Planning of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comment received during the public review period is attached together with the response of the Lead City Agency. The project decision-maker 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 FORM	**TITLE**	**TELEPHONE NUMBER**
Courtney Schoenwald	City Planning Associate	818-374-9904
ADDRESS 200 N. Spring Street, Room 621 Los Angeles, CA 90012	**SIGNATURE (Official)**	**DATE** 12/29/2016

SUMMARY OF MITIGATION MEASURES

Aesthetics

No mitigation measures are required.

Agriculture and Forestry Resources

No mitigation measures are required.

Air Quality

No mitigation measures are required.

Biological Resources

MM BIO-1 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). "Take" means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (California Fish and Wildlife Code Section 86).

- If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:

  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

  b. If a protected native bird is found, the Applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

  c. Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

d. The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

MM BIO-2 Tree Removal (Non-Protected Trees)

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

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

Cultural Resources

No mitigation measures are required.

Geology and Soils

No mitigation measures are required.

Greenhouse Gas Emissions

No mitigation measures are required.

Hazards and Hazardous Materials

No mitigation measures are required.

Hydrology and Water Quality

No mitigation measures are required.

Land Use and Planning

No mitigation measures are required.

Mineral Resources

No mitigation measures are required.

Noise

MM-NOI-1 **Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Project shall comply with Section 41.40 of the Los Angeles Municipal Code, which limits allowable construction and demolition to the hours of 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.

Population and Housing

No mitigation measures are required.

Public Services

No mitigation measures are required.

Recreation

No mitigation measures are required.

Transportation and Traffic

No mitigation measures are required.

Utilities and Service Systems

No mitigation measures are required.

Initial Study
Chandler NoHo: 5401 – 5415 N Lankershim Boulevard & 11307 Chandler Boulevard
City of Los Angeles

Prepared for:
City of Los Angeles
Department of City Planning

Prepared by:
Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

December 2016

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1.0 INTRODUCTION

Project Title: **Chandler NoHo**

Project Location: **5401–5415 N. Lankershim Boulevard and 11307 W. Chandler Boulevard, North Hollywood, CA 91601**

Project Applicant: Luke Daniels
Richman Group of California Development Company LLC
7817 Herschel Ave, Suite 102
La Jolla, CA 92037

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012

PROJECT SUMMARY

The subject of this Initial Study is the proposed Chandler NOHO ("the Project"), a mixed-use development in the North Hollywood neighborhood within the North Hollywood–Valley Village Community Plan area of the City of Los Angeles. The Project would be located on an approximately 0.82-acre site at the northwest corner of the intersection of N. Lankershim Boulevard and Chandler Boulevard ("Project Site").

The Project would include the demolition of the existing 1,027 square-foot, single-story commercial building and the construction of a mixed-use development consisting of 127 residential units, 1,615 square feet of leasing space, 13,176 square feet of commercial space, 11,134 square feet of total open space, 222 vehicle parking spaces, and 162 bicycle parking spaces. As part of construction, 7 non-protected trees would be removed from the site and 26,000 cubic yards of soil would be exported. Approximately 20 street trees would be added to the site as well as several trees within the internal courtyard

The Project would be consistent with the uses allowed by the existing land use designation and zoning classification. Based on a commitment to allocate a portion of the units as affordable, the Applicant is seeking a density bonus and reductions to the setback and open space requirements, as well as Site Plan Review for the construction of 50 or more dwelling units.

ENVIRONMENTAL REVIEW PROCESS

This Initial Study is a preliminary analysis, prepared by and for the City of Los Angeles as the Lead Agency in compliance with the California Environmental Quality Act (CEQA), to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Project. An MND is prepared when the Initial Study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. Consequently, the analysis contained herein concludes that an MND should be prepared for the Project.

ORGANIZATION OF INITIAL STUDY ANALYSIS

This Initial Study is organized into sections as follows:

Section 1.0, Introduction, provides introductory information such as the Project title, the Project Applicants, and the lead agency for the Project.

Section 2.0, Project Description, provides a detailed description of the Project, including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Section 3.0, **Initial Study Checklist**, includes the City of Los Angeles Initial Study Checklist showing the determination of the significance of potential environmental impacts of the Project.

Section 4.0, Environmental Analysis, includes discussion and analysis for each environmental topic and threshold listed in the Initial Study Checklist.

Section 5.0, List of Preparers, identifies the individuals who prepared this report.

Section 6.0, References, identifies all printed references cited in this Initial Study.

Appendices include Project-specific reports and data used to support the analysis in this Initial Study.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

As shown in **Figure 2.0-1, Project Location Map**, the Project is located in the North Hollywood neighborhood of Los Angeles within the boundaries of the North Hollywood–Valley Village Community Plan. As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, the Project Site is located at the northwest corner of the intersection of Chandler Boulevard and Lankershim Boulevard.

2.2 EXISTING SITE CONDITIONS

The Project Site includes 4 lots (APN 2350-001-028, -0929, -030, and -031) and a total of approximately 35,648 square feet of lot area (approximately 0.818 acres).

The eastern portion of the Project Site is currently developed with an 1,027 square foot, single-story commercial building and associated surface parking lot. The western portion of the Project Site is undeveloped and covered with minimal vegetation.

2.3 SURROUNDING LAND USES

The Project Site is bound by an alleyway to the North, properties to the west, Lankershim Boulevard to the east, and Chandler Boulevard to the south. Landscaping on the Project Site is characterized by several trees along the perimeter of the developed portion of the Project Site.

The properties surrounding the Project Site include Metro Red Line and Orange Line facilities, commercial buildings, retail shops, residential development, apartment buildings, and surface parking lots. **Figure 2.0-3, Land Use and Zoning Map,** depicts the Land Use and Zoning Designation of the Project Site and the surrounding buildings.

North: The property to the north is a multistory mixed-use development and is zoned C2-2D-CA.

South: The property to the south is the Metro Orange Line facility and is zoned PF-1VL.

West: The properties to the west are commercial buildings and are zoned C2-2D-CA.

East: Properties to the east consist of surface parking lots associated with the Metro Red Line Station and are zoned C2-2D-CA.

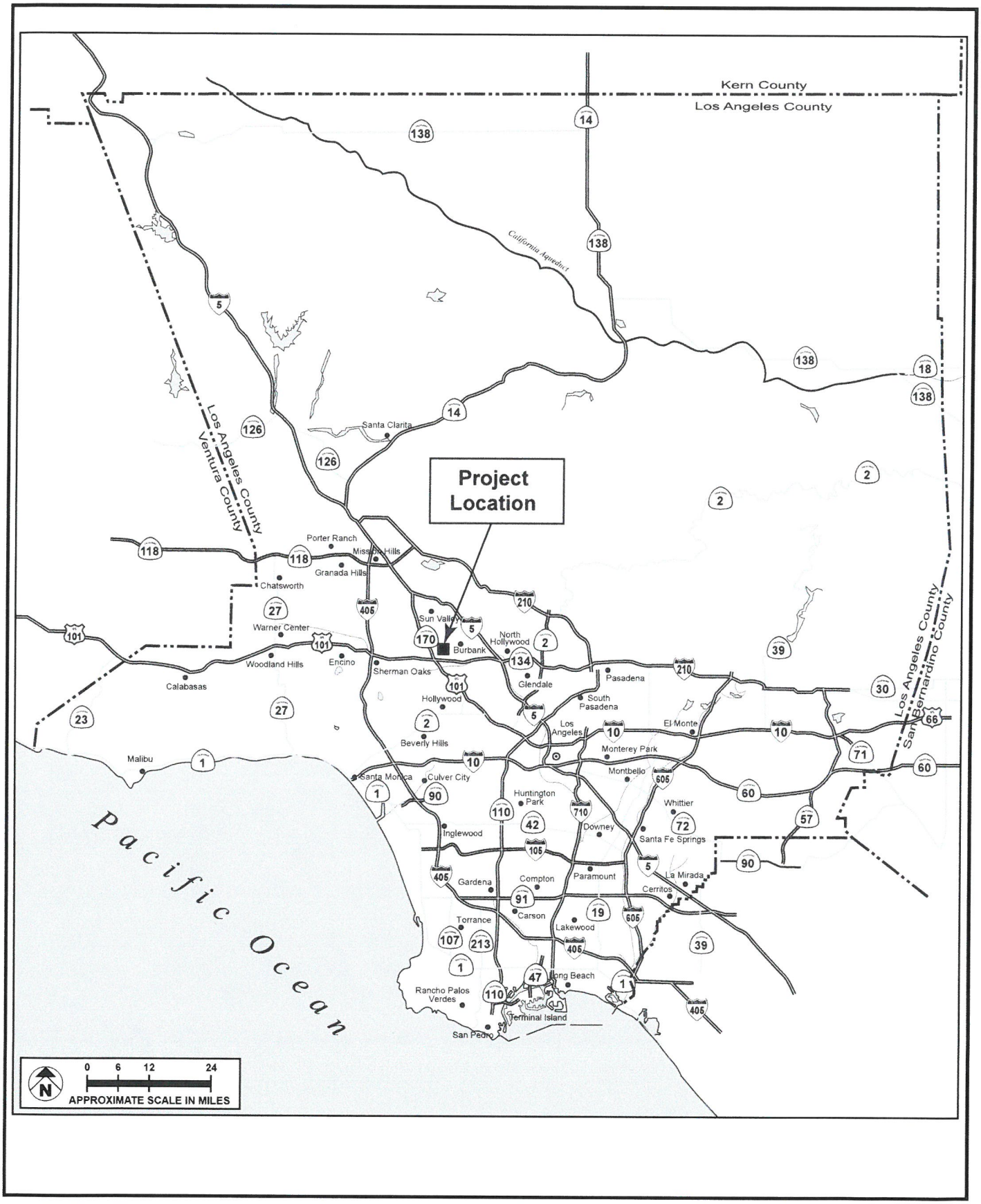

FIGURE **2.0-1**

Meridian Consultants

Project Location Map

109-001-15

SOURCE: Google Earth - August 2015

FIGURE **2.0-2**

Meridian Consultants

Aerial Photograph of Project Site

109-001-15

REGIONAL AND LOCAL ACCESS

Regional Access

Primary regional access to the Project Site is provided by the US Route 101/Hollywood Freeway (US 101), the Ventura Freeway (SR 134), and the Hollywood Freeway (SR 170). The Ventura Freeways (US 101/SR 134) run in an east–west direction south of the Project Site, while the Hollywood Freeway (SR 170) runs in a north–south direction west of the Project Site. In addition, south of the Project Site, US 101 continues south into greater Los Angeles.

Local Street Access

Local street access is provided by a grid roadway system. Lankershim Boulevard, which borders the Project Site to the east, runs diagonally northwest to southeast through the local street and provides two travel lanes in both directions. Chandler Boulevard, which borders the Project Site to the south, runs east–west and provides two travel lanes of one-way traffic traveling west. Both roads are classified in the Mobility Element of the City's General Plan as Boulevard II.[1] There is also a public alley connecting Lankershim Boulevard to Tujunga Avenue along the north side of the Project Site.

Public Transit

The North Hollywood Metro Red Line Station is located to the east across Lankershim Boulevard from the Project Site. The Orange Line Busway Station is located south across Chandler Boulevard from the Project Site. Several MTA Bus Lines (224, 156/656, and 353) run north and south along Lankershim Boulevard, while MTA Bus Lines (156/656) run west along Chandler Boulevard.[2]

LAND USE AND ZONING DESIGNATIONS

North Hollywood–Valley Village Community Plan

The North Hollywood–Valley Village Community Plan (Community Plan) encourages the preservation of low-density, single-family residential areas, the conservation of open space lands, and the concentration of commercial and residential development into the North Hollywood Center (business district and environs), with the intention of connecting the major centers of the City by a rapid transit network. This Plan encourages high-medium and medium density residential areas around the North Hollywood Business District and in the area surrounding the transit station. The Community Plan notes that there is opportunity for mixed-use development along commercial corridors.[3]

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1 City of Los Angeles, Department of City Planning, Citywide General Plan Circulation System, Map A2, December 2015
2 Los Angeles County Metropolitan Transportation Authority, "Maps & Timetables," http://www.metro.net/riding/maps/.
3 North Hollywood–Valley Village Community Plan.

Los Angeles Municipal Code

The Project Site is designated as Community Commercial and zoned C2-2D-CA. The C2 zone of the Project Site permits a variety of stores, shops, cafes, and restaurants.[4] The C2 Community Commercial zone also permits residential dwellings that comply with the R4 zoning designation. The Project Site is permitted an unlimited height allocation and floor area ratio of 6:1.[5]

North Hollywood Community Redevelopment Area

The Project Site is located within the North Hollywood Redevelopment Project Area (Redevelopment Plan), a sub area of the North Hollywood–Valley Village Community Plan Area. The purpose of the Redevelopment Plan is to implement the Community Plan's goals for the preservation and enhancement of the redevelopment Project Area as a diverse community with active residential, commercial, and industrial sectors. The Redevelopment Plan acts as a framework implementing community revitalization activity, and the main focus of development is located along Lankershim Boulevard and to attract and retain the arts and entertaining industry in the area. All development, including the construction of new buildings, and the remodeling and expansion of existing buildings must conform to the redevelopment Plan and all building permits must be submitted to and approved by the Community Redevelopment Agency. The Redevelopment Plan authorizes developments to provide, through applicable City approvals, "bonus units" which are units above the number of dwelling units provided in the density limits of the Community Plan.

NoHo Commercial and Artcraft District—"NoHo" Arts District

The Project falls partially within the NoHo Commercial and Artcraft District, an area within the redevelopment area, focused along the commercial corridors of Lankershim between Camarillo Street and Cumpston Street.[6] The Arts District is intended to create enclaves whereby the artisan segments of the population may live, create, and market their artifacts. The districts permits artcraft activities combined with commercial and residential uses and provides for specific indoor and outdoor uses of the properties to avoid the interaction of pollutants and other disturbances with the neighborhood.[7]

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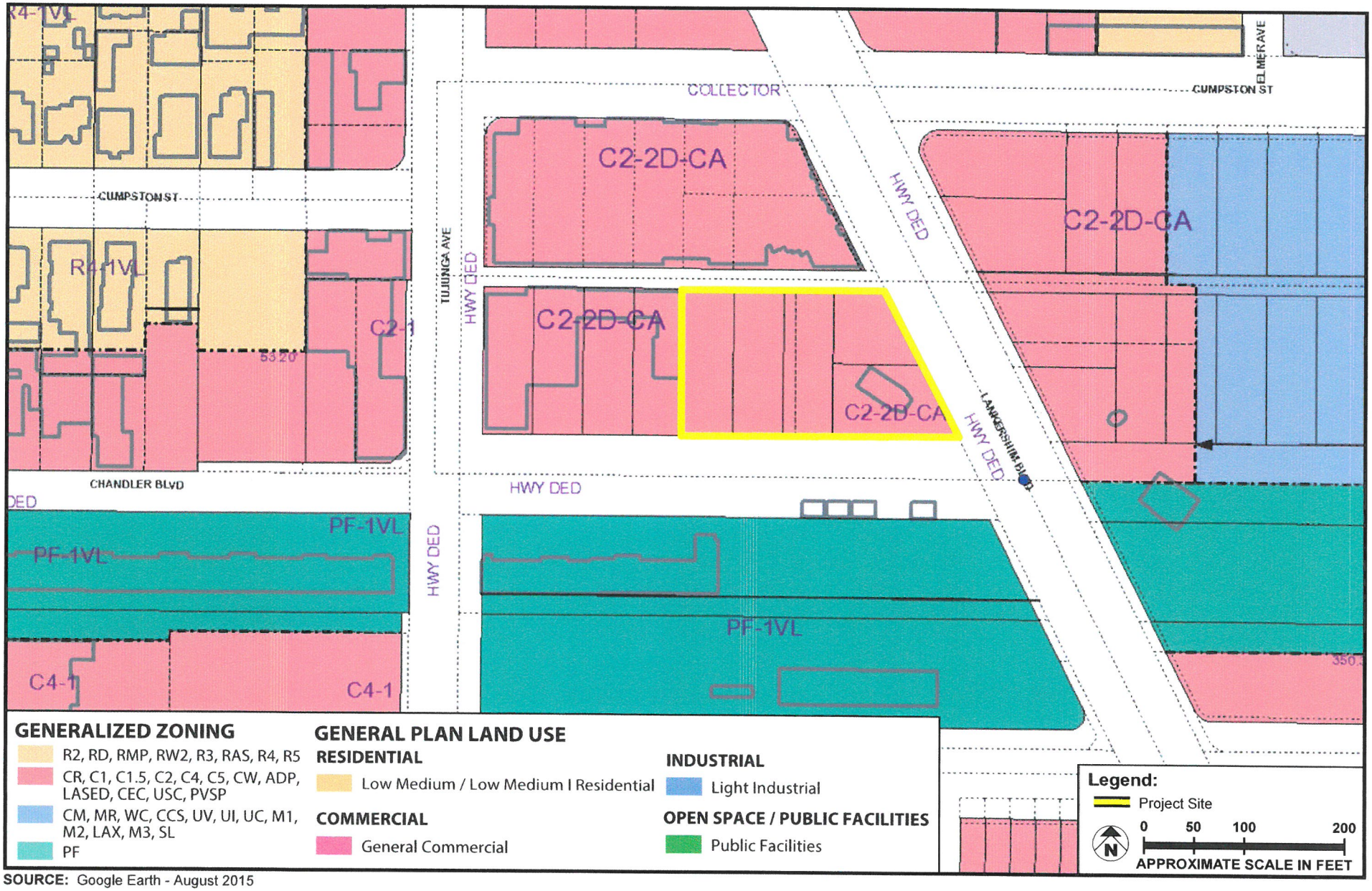
4 City of Los Angeles, Department of City Planning, "Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS)," http://www.zimas.lacity.org.

5 *City of Los Angeles Municipal Code*, Chapter 1 (Planning and Zoning Code), Article 2, Section 12.21.1A2.

6 North Hollywood–Valley Village Community Plan.

7 NOHO Commercial and Artcraft District Overlay Ordinance. Ordinance No. 170,549. Effective July 16, 1995. Part of the General Plan—City of Los Angeles



SOURCE: Google Earth - August 2015

FIGURE **2.0-3**

Meridian Consultants

Land Use and Zoning Map

109-001-15

PROPOSED DEVELOPMENT

The Project consists of the construction of a new mixed-use development comprising 7 stories above ground, including 5 stories of multifamily housing over second-floor parking, ground-floor commercial space and at-grade parking, and two levels of subterranean parking garage. The Project would include a total of 127 residential units, 2,928 square feet of residential amenities such as a fitness room and lounge, approximately 11,134 square feet of open space, , 1,615 square feet of leasing space, and approximately 13,176 square feet of commercial space. There would be 222 automobile parking spaces and 162 bicycle parking spaces.

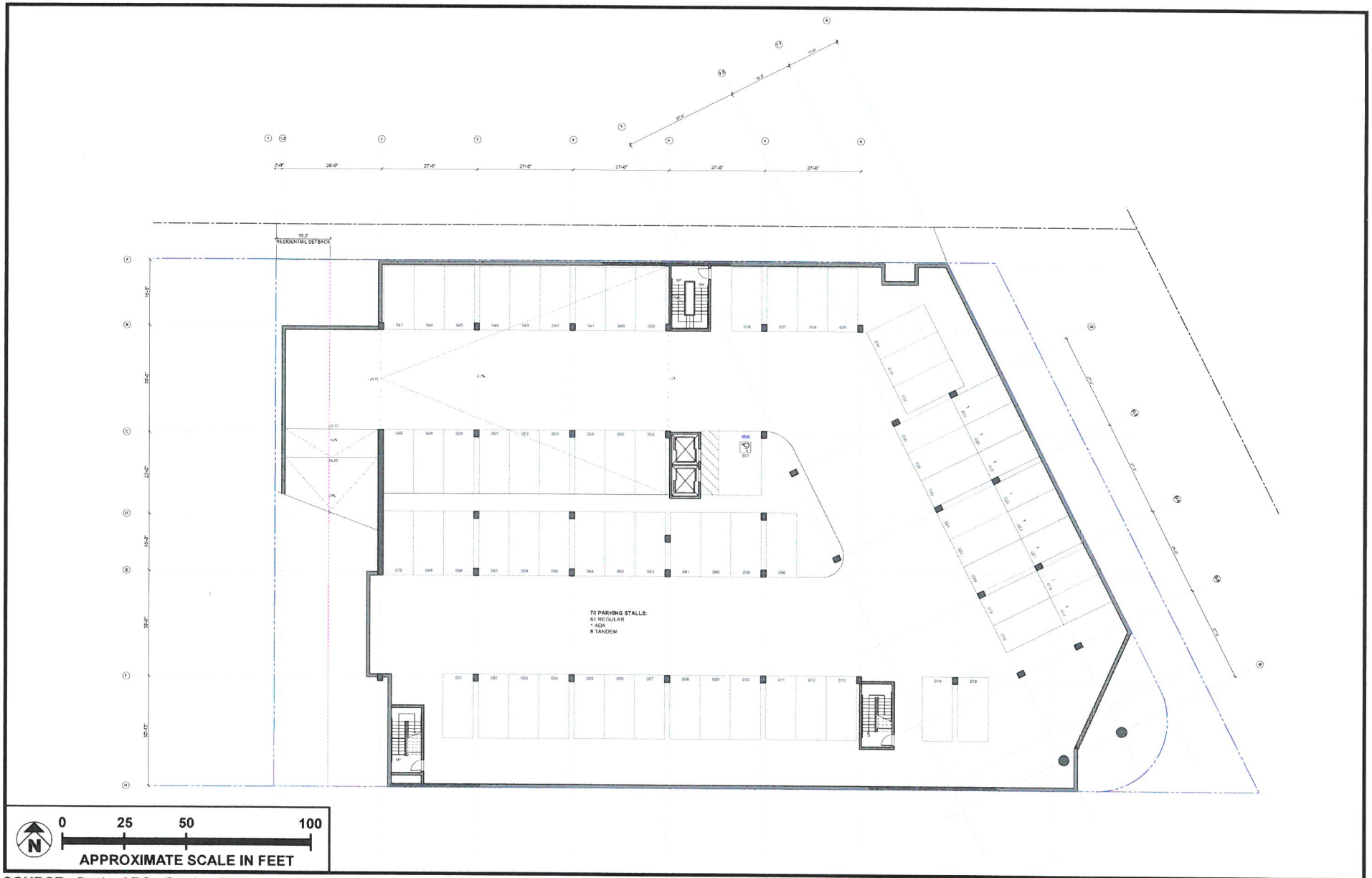
The two subterranean parking garages and the second floor parking garage would include parking spaces, including ADA spaces, single spaces, and tandem spaces(See **Figure 2.0-4** and **Figure 2.0-5**). The ground floor of the development would include an entrance plaza, leasing offices, residential and commercial trash areas, an electrical room, retail space, bicycle storage, a rehearsal studio, and parking, including ADA spaces (See **Figure 2.0-6**). The podium level would include residential units, two lounge areas, a fitness area, and a pool deck and spa area (See **Figure 2.0-8**). Floors 4 through 7 would contain residential units only (See **Figure 2.0-9** to **Figure 2.0-12**).

ARCHITECTURAL DESIGN

The Project would be approximately 85 feet high from the lowest adjacent grade to the highest point on the roof. Architectural materials would include a mix of perforated concrete block wall, concrete block, concrete, perforated sheet metal guardrail, painted metal panels, metal louvers, perforated metal screens, plaster, custom mural panels, clear anodized aluminum storefront, silver painted vinyl doors and windows, and overhead coiling security gates. Building elevations depicting the scale and massing of the proposed development are shown in **Figures 2.0-13** through **2.0-16, Project Elevations**.

OPEN SPACE AND LANDSCAPING

Figure 2.0-17 and **Figure 2.0-18, Landscape Concept Plan,** depicts the open space and landscaping proposed for the Project. As shown in the figures, the Project would provide code-required residential open space for the development. Based on the number of units and the preliminary mix of unit types, approximately 7,892 square feet of common space would be provided for the Project. This includes a 4,964- square-foot pool deck on the Podium level. Through private balconies, the Project would also provide 3,242 square feet of private open space. As part of construction, 7 non-protected trees would be removed from around the site. Approximately 20 street trees would be added to the site as well as several trees within the internal courtyard



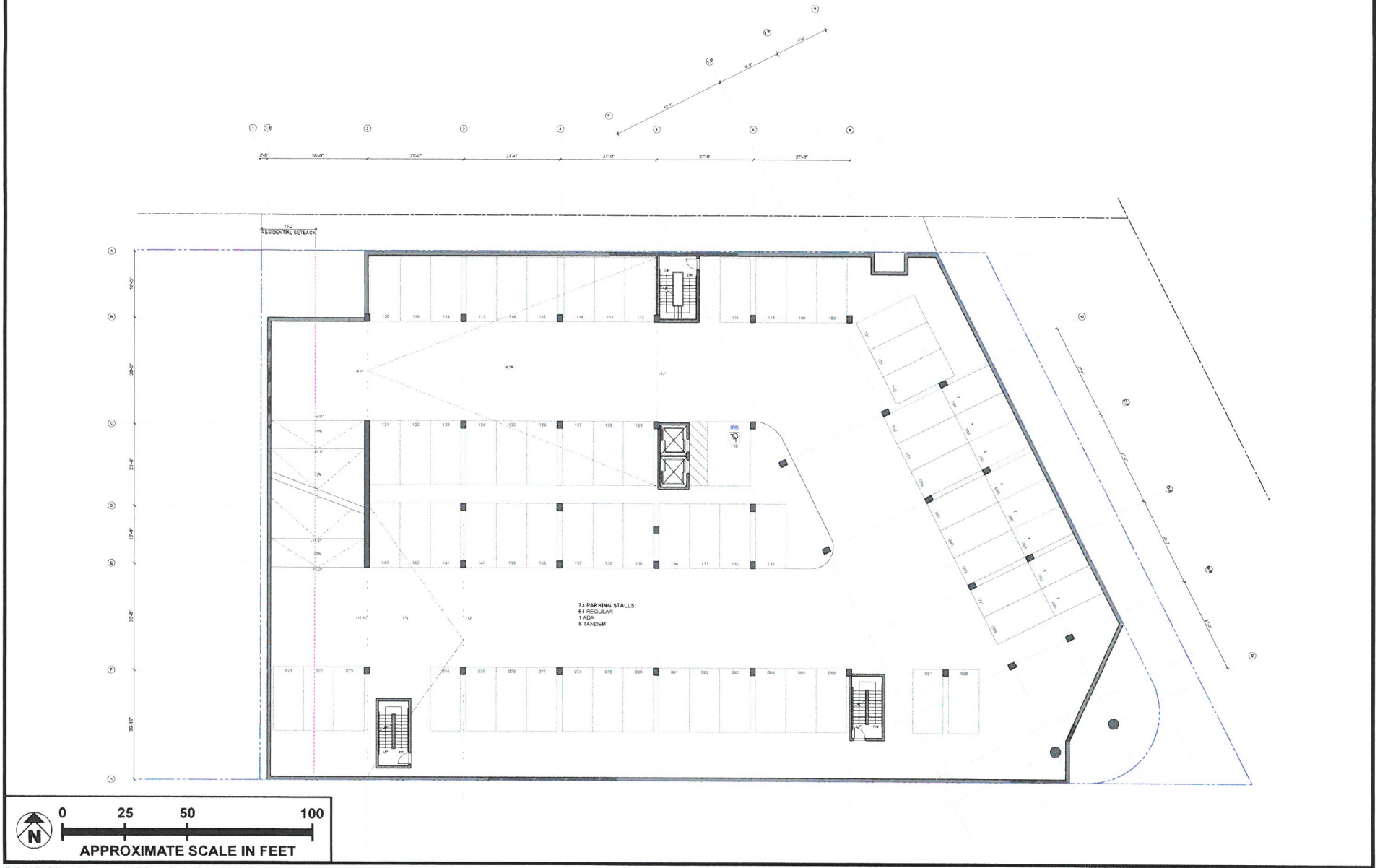
SOURCE: DesignARC - October 2016

FIGURE **3.0-1a**

Meridian Consultants

Basement Parking Level 2 Plan

109-001-15



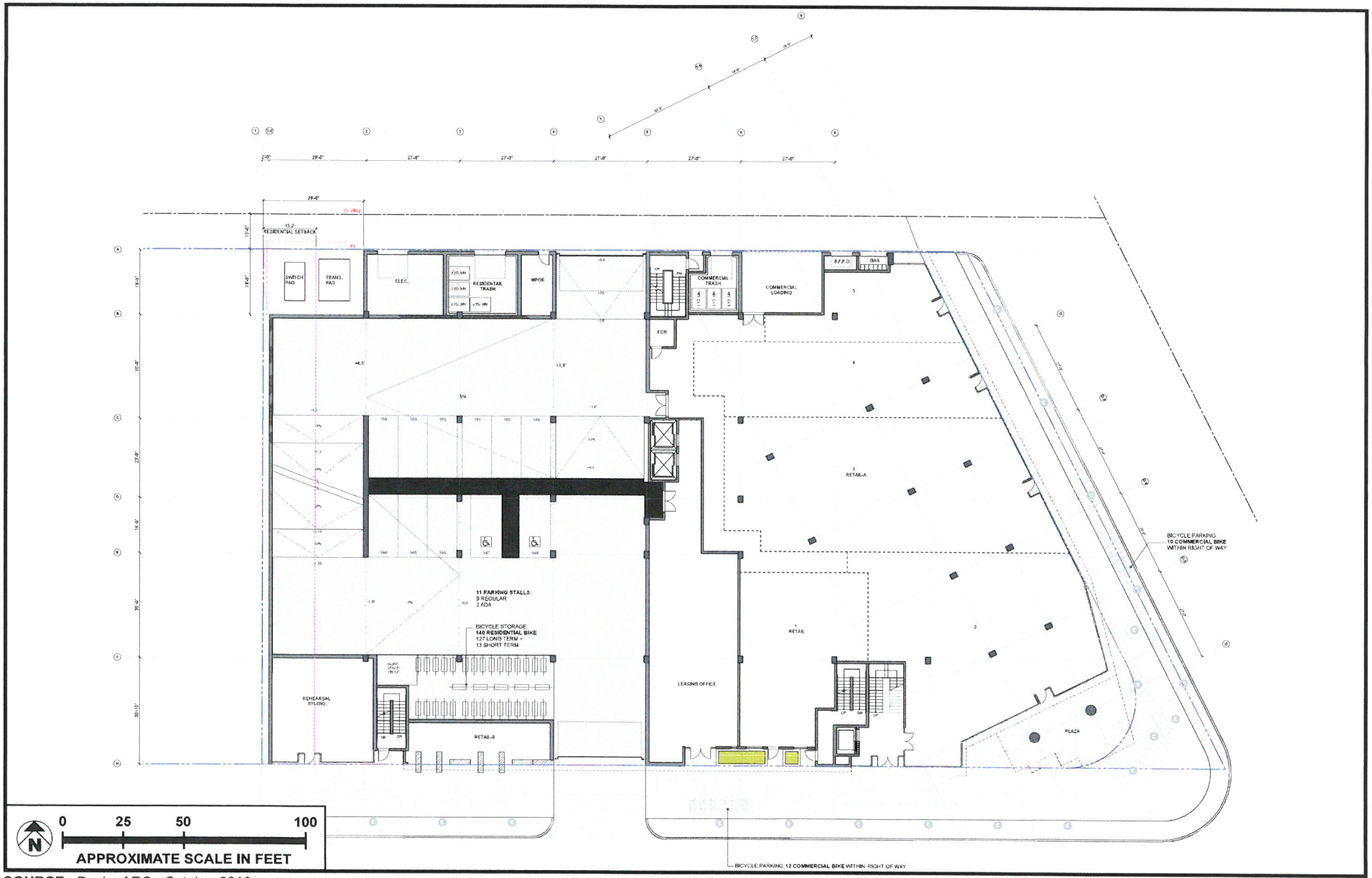
SOURCE: DesignARC - October 2016

FIGURE **3.0-1b**

Meridian Consultants

Basement Parking Level 1 Plan

109-001-15



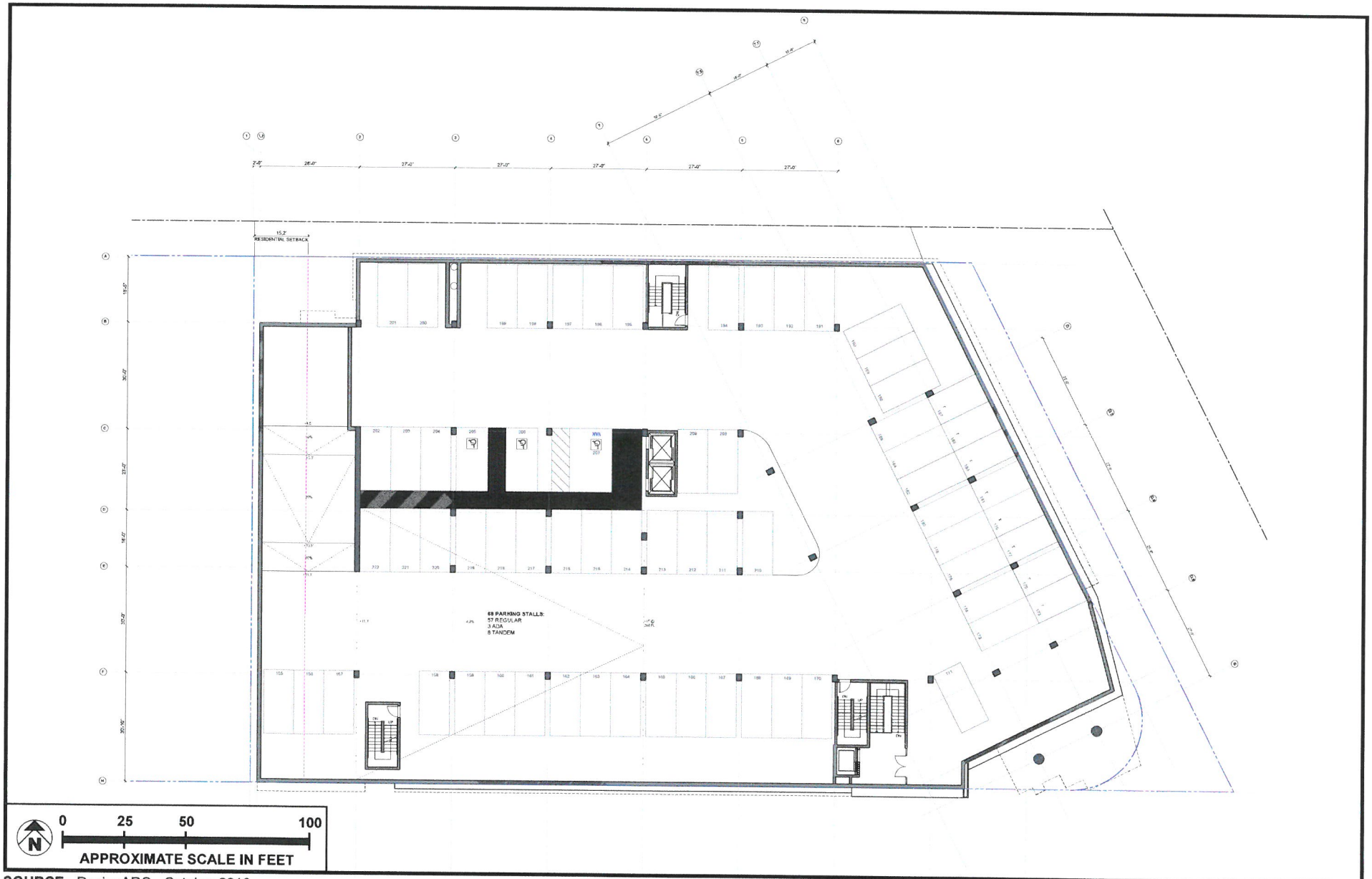
SOURCE: DesignARC - October 2016

FIGURE **3.0-1c**

Meridian Consultants

Ground Floor Plan

109-001-15



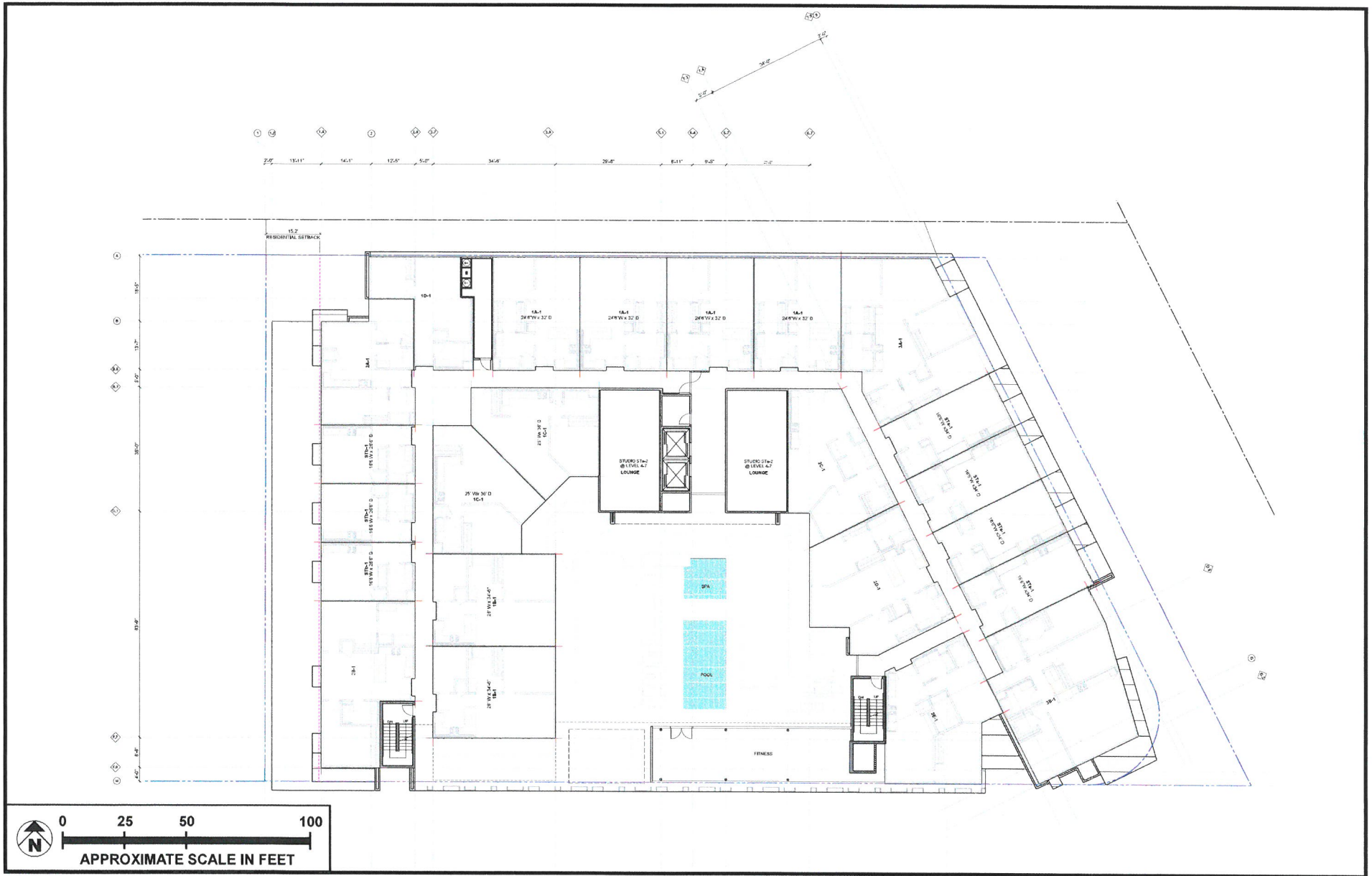
SOURCE: DesignARC - October 2016

FIGURE **3.0-1d**

Meridian Consultants

Parking Level 2 Plan

109-001-15



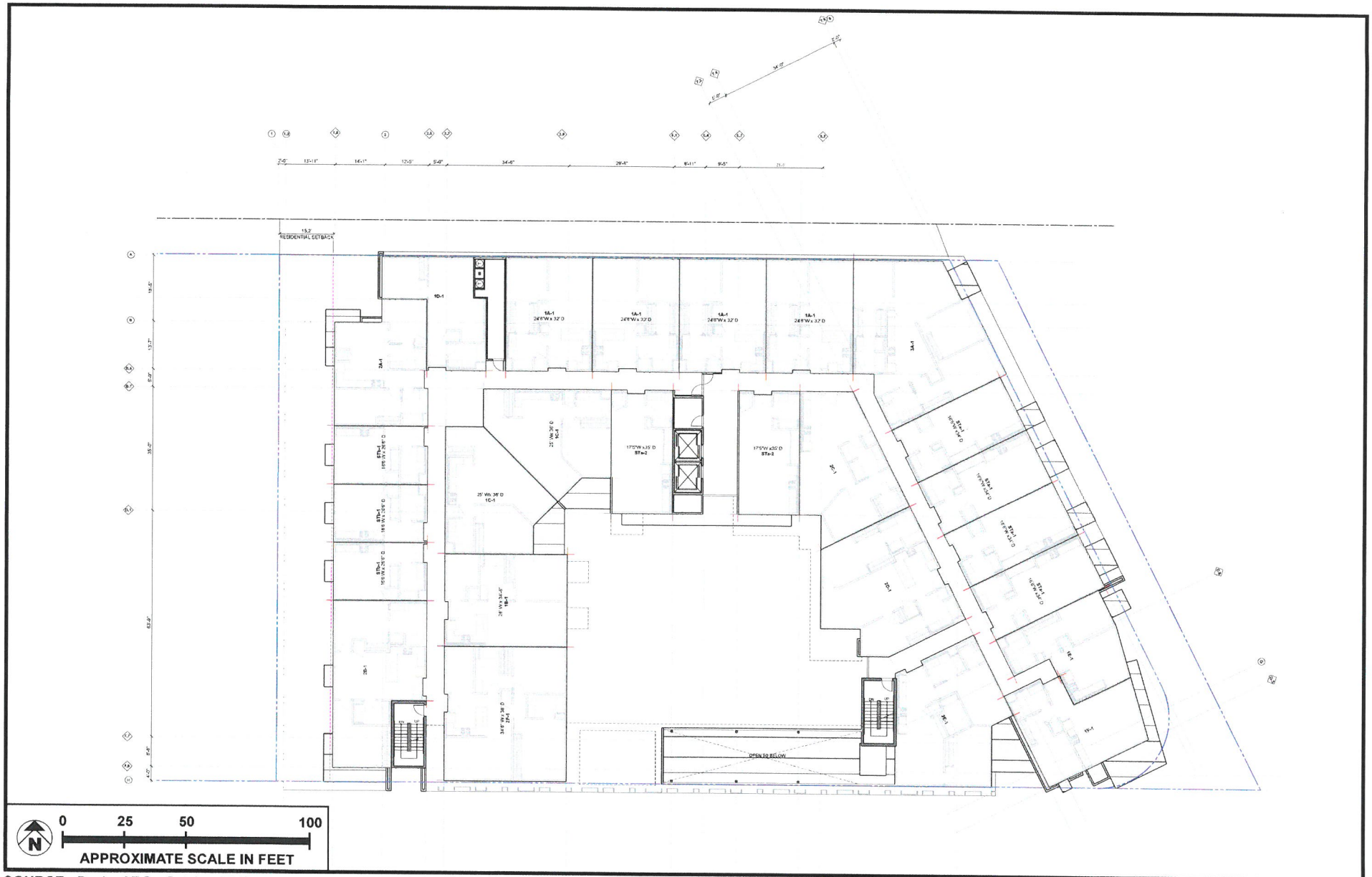
SOURCE: DesignARC - October 2016

FIGURE **3.0-1e**

Meridian Consultants

Podium Level Plan

109-001-15



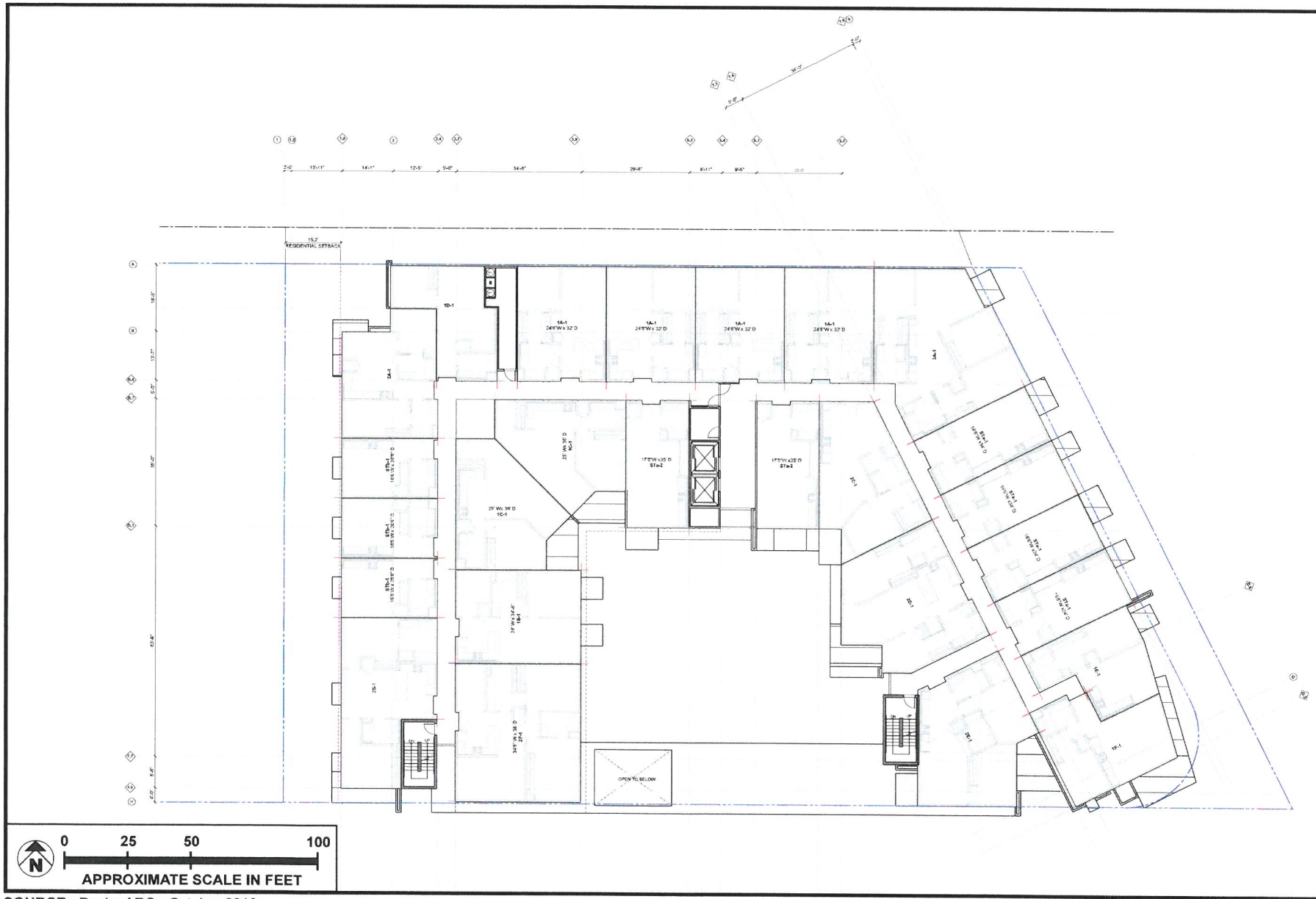
SOURCE: DesignARC - October 2016

FIGURE **3.0-1f**

Meridian Consultants

Level 4 Plan

109-001-15



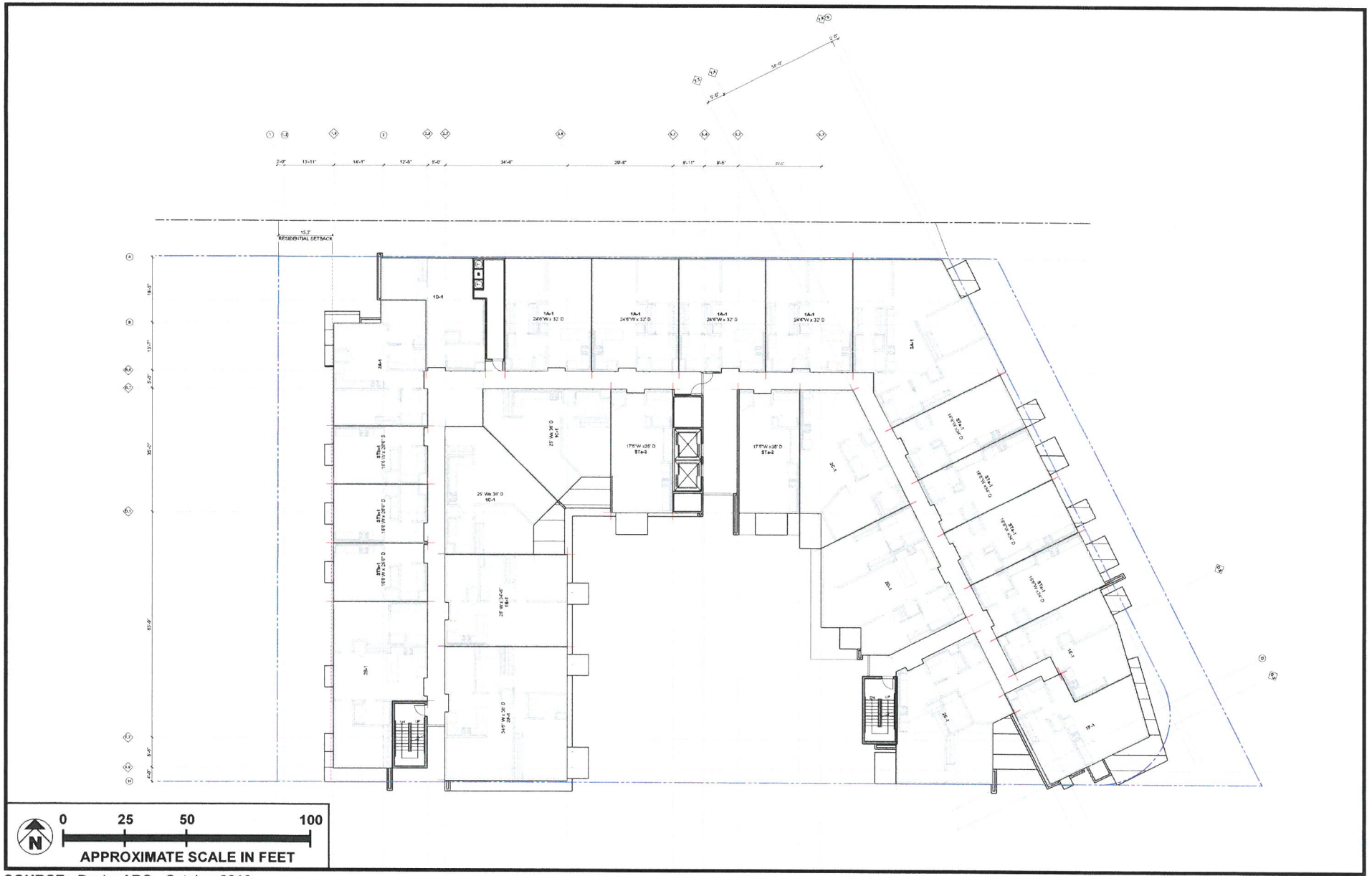
SOURCE: DesignARC - October 2016

FIGURE **3.0-1g**

Meridian Consultants

Level 5 Plan

109-001-15



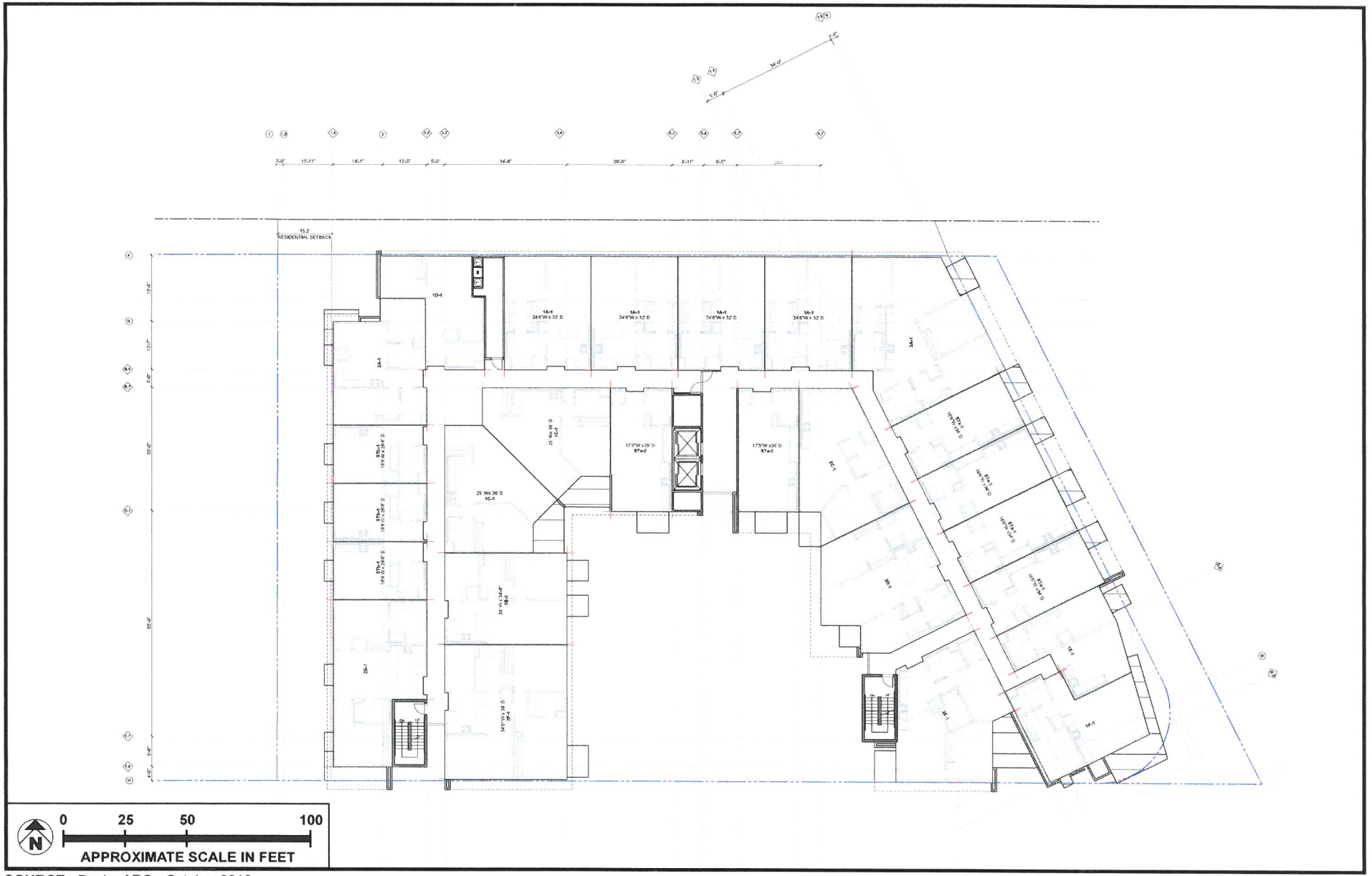
SOURCE: DesignARC - October 2016

FIGURE **3.0-1h**

Meridian Consultants

Level 6 Plan

109-001-15



SOURCE: DesignARC - October 2016

FIGURE **3.0-1i**

Meridian Consultants

Level 7 Plan

109-001-15

COLOR/PAINT LEGEND

- PAINT 1 — PRATT & LAMBERT - TOBACCO 33-19
- PAINT 2 — PRATT & LAMBERT - SEED PEARL 27-32
- PAINT 3 — PRATT & LAMBERT - DAWN MIST 32-25
- PAINT 4 — PRATT & LAMBERT - SPICY 5-16
- PAINT 5 — PRATT & LAMBERT - RUSSIAN BLUE 26-24

MATERIAL LEGEND

- CONCRETE BLOCK SCREEN WALL
- CONCRETE BLOCK
- CONCRETE
- PERFORATED SHEET METAL GUARDRAILS, TYP.
- PAINTED METAL PANELS
- METAL LOUVERS TO MATCH ADJACENT WALL FINISH
- PERFORATED METAL SCREENS
- 20/30 SAND FINISH PLASTER
- HEAVY DASH COAT/ KNOCKDOWN PLASTER
- LIGHT DASH COAT PLASTER
- CUSTUM MURAL PANELS ATTACHED TO PIVOTING DOORS
- CLEAR ANODIZED ALUMINUM STOREFRONT
- SILVER PAINTED VINYL DOORS & WINDOWS
- OVERHEAD COILING SECURITY GATE TO MATCH ADJACNET WALL FINISH

0 25 50 100

APPROXIMATE SCALE IN FEET

SOURCE: DesignARC - October 2016

FIGURE **3.0-2a**

Meridian Consultants

Project Elevations—South Elevation

109-001-15

COLOR/PAINT LEGEND

- PRATT & LAMBERT - TOBACCO 33-18
- PRATT & LAMBERT - SEED PEARL 27-32
- PRATT & LAMBERT - DAWN MIST 33-25
- PRATT & LAMBERT - SPICY 9-16
- PRATT & LAMBERT - RUSSIAN BLUE 26-24

MATERIAL LEGEND

- PERFORATED CONCRETE BLOCK SCREEN WALL
- CONCRETE BLOCK
- CONCRETE
- PERFORATED SHEET METAL GUARDRAILS, TYP.
- PAINTED METAL PANELS
- METAL LOUVERS TO MATCH ADJACENT WALL FINISH
- PERFORATED METAL SCREENS
- 20/30 SAND FINISH PLASTER
- HEAVY "DASH COAT" KNOCKDOWN PLASTER
- LIGHT DASH COAT PLASTER
- CUSTOM MURAL PANELS ATTACHED TO PIVOTING DOORS
- CLEAR ANODIZED ALUMINUM STOREFRONT
- SILVER PAINTED VINYL DOORS & WINDOWS
- OVERHEAD COILING SECURITY GATE TO MATCH ARCHITECTURAL WALL FINISH

0 25 50 100

APPROXIMATE SCALE IN FEET

SOURCE: DesignARC - October 2016

FIGURE **3.0-2b**

Meridian Consultants

Project Elevations—East Elevation

109-001-15

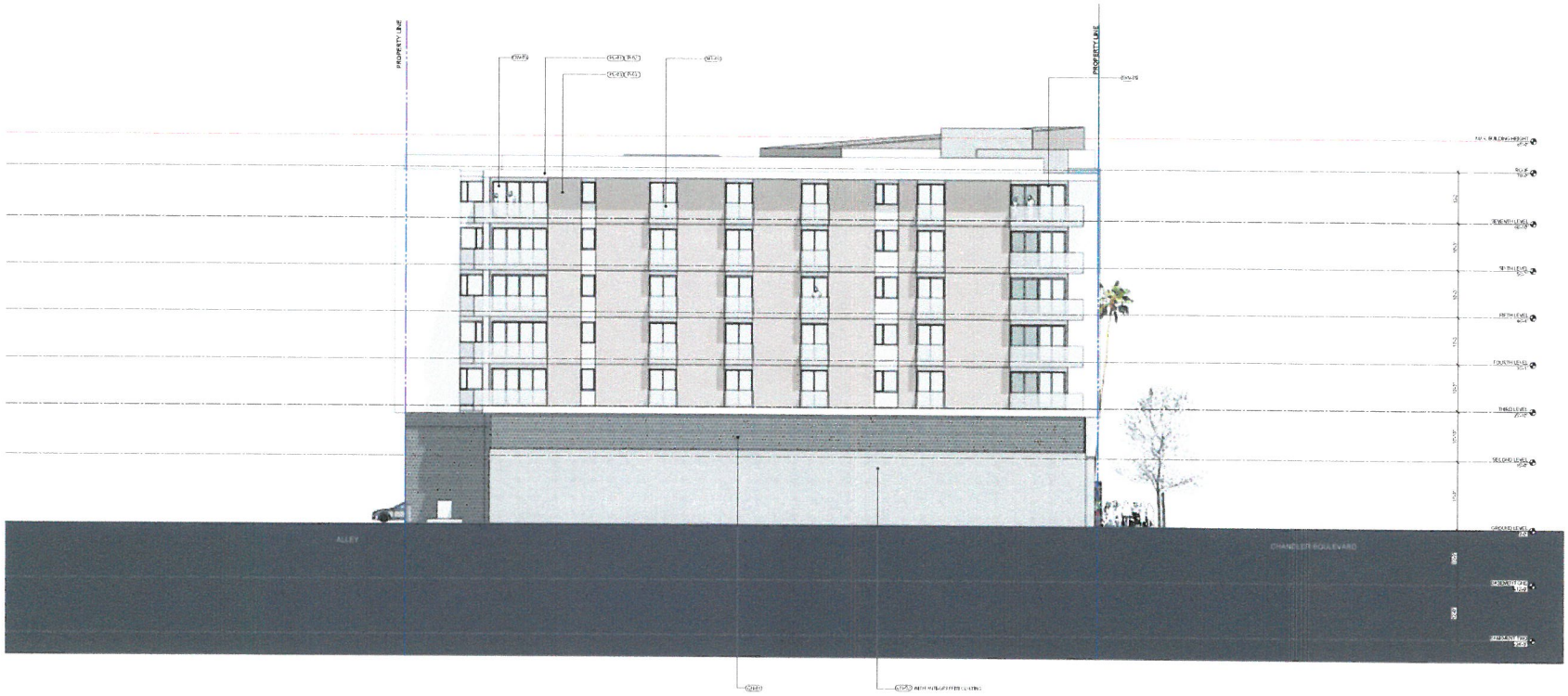
SOURCE: DesignARC - October 2016

FIGURE **3.0-2c**

Meridian Consultants

Project Elevations—North Elevation

109-001-15



COLOR/PAINT LEGEND

- PRATT & LAMBERT - TOBACCO 33-19
- PRATT & LAMBERT - SEED PEARL 27-32
- PRATT & LAMBERT - DAWN MIST 33-25
- PRATT & LAMBERT - SPICY 9-16
- PRATT & LAMBERT - RUSSIAN BLUE 26-24

MATERIAL LEGEND

- PERFORATED CONCRETE BLOCK SCREEN WALL
- CONCRETE BLOCK
- CONCRETE
- PERFORATED SHEET METAL GUARDRAILS, TYP.
- PAINTED METAL PANELS
- METAL LOUVERS TO MATCH ADJACENT WALL FINISH
- PERFORATED METAL SCREENS
- 20/30 SAND FINISH PLASTER
- HEAVY DASH COAT™ KNOCKDOWN PLASTER
- LIGHT DASH COAT PLASTER
- COETUM MURAL PANELS ATTACHED TO PIVOTING DOORS
- CLEAR ANODIZED ALUMINUM STOREFRONT
- SILVER PAINTED VINYL DOORS & WINDOWS
- OVERHEAD COILING SECURITY GATE TO MATCH ADJACENT WALL FINISH

0 25 50 100

APPROXIMATE SCALE IN FEET

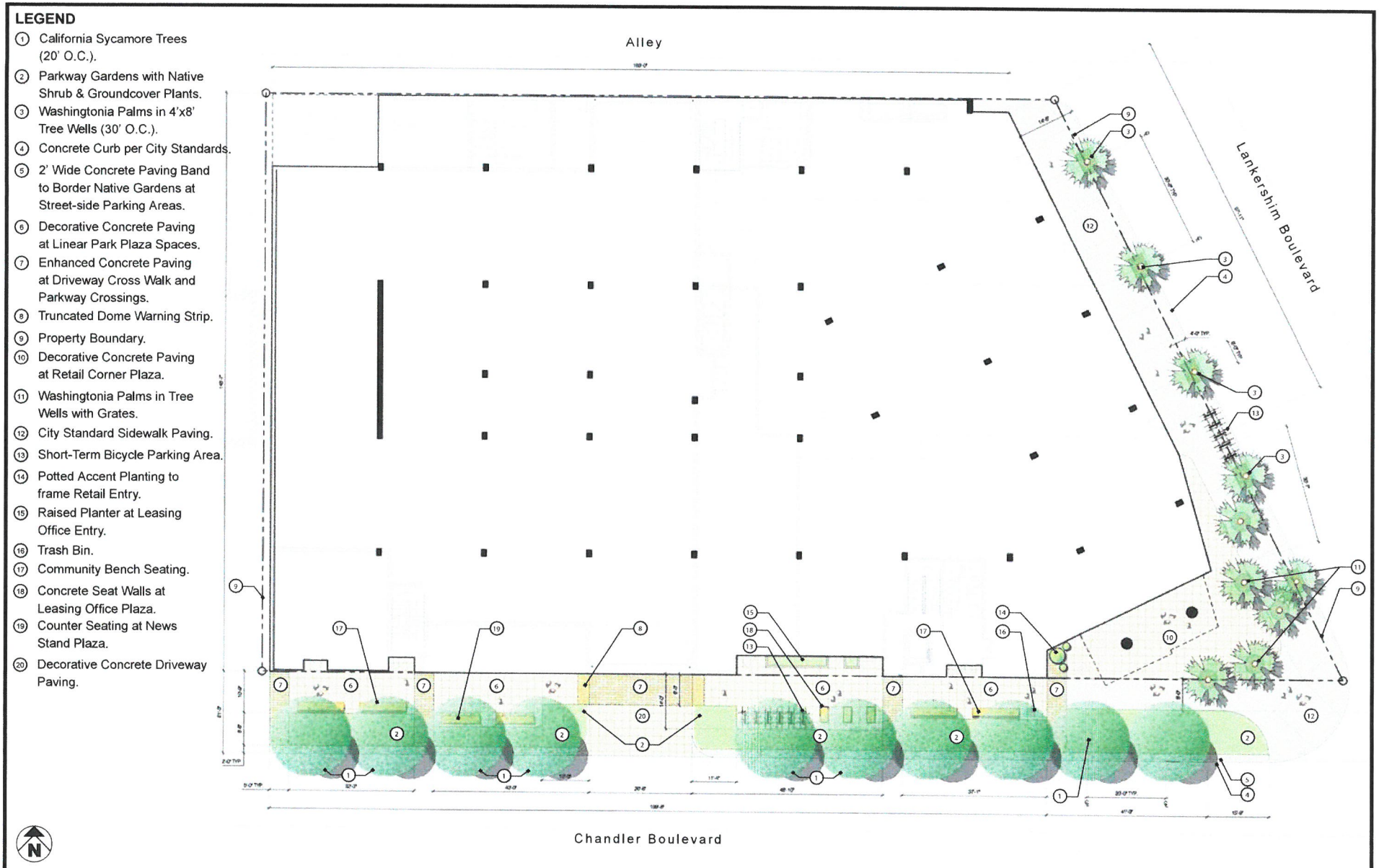
SOURCE: DesignARC - October 2016

FIGURE **3.0-2d**

Meridian Consultants

Project Elevations—West Elevation

109-001-15



SOURCE: EPT Design - Dec 2015

FIGURE **3.0-3a**

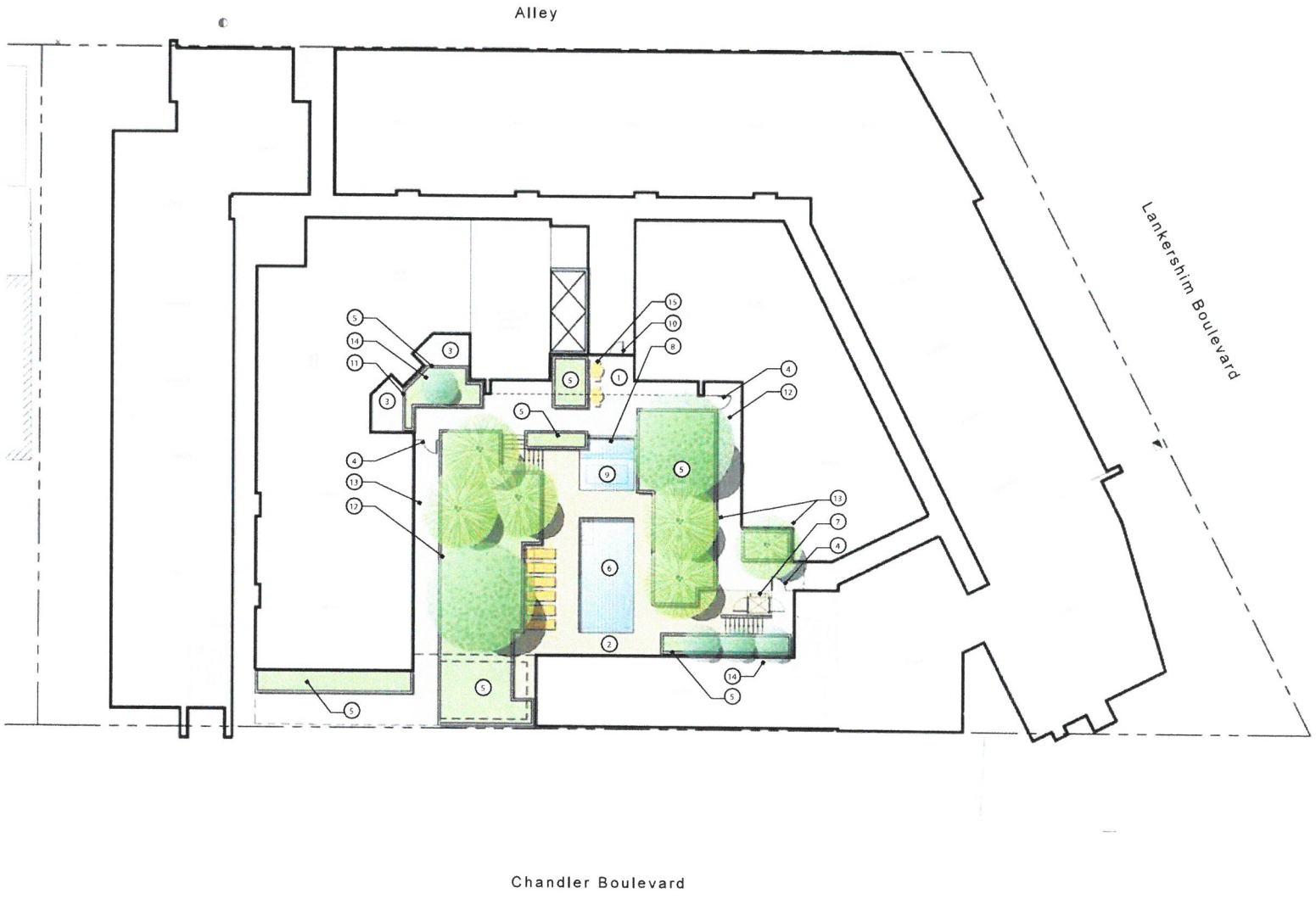
Meridian Consultants

Landscape Concept Plan—Ground Floor

109-001-15

LEGEND

1. Lower Podium Deck Pavement
2. Raised Pool Deck @ 4'-6" Above Podium Deck Paving
3. Private Unit Patio
4. Pool Enclosure Gate.
5. Raised Planters for Tree, Shrub, & Groundcover plantings.
6. Swimming Pool @ 12' x 25'.
7. Wheelchair Lift.
8. Decorative Spill Basin
9. Spa on Raised Pool Deck with Vanishing Edge Wall.
10. Fob Key Access Door to Provide Pool Enclosure from Corridor.
11. Fencing at Private Patio to Provide Pool Enclosure.
12. Evergreen Canopy Trees with 24" Min. Box Size.
13. Deciduous Flowering Canopy Trees with 24" Min. Box Size.
14. Evergreen Trees with Upright Form to Soften Building Volume Above. 24" Min. Box Size.
15. Cafe Table Seating.



SOURCE: EPT Design - Dec 2015

FIGURE **3.0-3b**

Meridian Consultants

Landscape Concept Plan—Podium Deck

109-001-15

PARKING AND ACCESS

Vehicular access to parking at the development would be provided by a driveway on Chandler Boulevard and a driveway on a public alley north of the Project. A total of 222 parking spaces would be provided by a two-level subterranean garage, an at-grade parking area, and a second-floor garage. Vehicle and bicycle parking would satisfy the requirements of the LAMC. The parking spaces would consist of 167 standard spaces, 7 ADA-accessible spaces and 48 tandem spaces. All parking would be provided on site. ADA-accessible parking would be provided on each parking level: one space on basement level 1, one space on basement level 2, two spaces on ground level, and three spaces on level 2. The Project would also provide bicycle parking spaces for residential and commercial uses. 127 long term and 13 short-term bicycle spaces would be provided for the residential component, while the commercial component would provide 7 long term and 7 short term bicycle spaces.

HEIGHT AND DENSITY

The State Density Bonus Program and LAMC Section 12.22A25(c)(1) allow for a 35% Density Bonus if 11% of the permitted units are reserved for Very Low Income households, 20% of the units are reserved for Low Income households, or 30% of the units are reserved for Moderate Income households. Since the Project will reserve 10 (or 11% of the number of units allowed under the base zoning) of the dwelling units for Very Low Income households, a 35% density bonus is permitted. Therefore, the Project is considered a Housing Development Project under the Density Bonus provisions of the LAMC Section 12.22A25. The C2 Zone requires residential density to conform to the R4 Zone. Pursuant to LAMC Section 12.11C4, the minimum lot area per dwelling within the C2 unit is equal to 400 square feet, permitting a maximum of 94 dwelling units within the Project Site (37,645 SF / 400 SF = 94.1125). With a density bonus of 35%, the proposed total of 127 units would be permitted.

REQUESTED APPROVALS

In order to implement the Project, the Applicant has requested that the City approve the following actions:

- A 35 percent density bonus and two on-menu incentives that include a 20 percent decrease in the required rear yard setback and a 20 percent decrease in the required open space pursuant to LAMC Section 12.22A25.
- Site Plan Review Pursuant pursuant to the provisions of LAMC Section 16.05.C.1(b).

CONSTRUCTION

Construction Schedule/Phasing

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 18 months, with ground breaking in early 2018 and final build out occurring in late-2019. Construction activities associated with the Project would be undertaken in three main steps: (1) demolition/site clearing (2) site preparation/grading and (3) building construction. The building construction phase includes constructing the proposed buildings, connecting utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site. A breakdown of the construction phases, timelines, and anticipated equipment is provided in **Table 3.0-1, Project Construction Phasing and Equipment.**

Table 2.0-1
Project Construction Phasing and Equipment

Construction Phase	Approximate Duration	Example of Equipment
Demolition/Site Clearing	1 month	Tractors, Loaders, Backhoes, Rubber Tired Dozers
Site Preparation/Grading	1 month	Graders, Scrapers, Tractors, Loaders, Backhoes
Building Construction	21 months	Cranes, Forklifts, Air Compressors, Pavers, Rollers, Tractors, Loaders, Backhoes

Demolition/Site Clearing Phase

Demolition will remove existing site work, which includes one 1-story building and parking lot. Demolition would occur for approximately 1 month and would include site clearing.

Site Preparation and Grading

After the completion of site clearing, an excavation phase for the Project would occur for approximately 1 month and would involve the shoring and excavation of land to ensure the proper base and slope for the building foundations. Approximately 26,000 cubic yards of soil would be exported from the Project site.

Building Construction Phase

The building construction phase consists of below grade and above grade structures and is expected to occur for approximately 21 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. Architectural coating would occur intermittently during the latter stages of the building construction phase, and paving would occur for approximately 1 month.

Street Closures

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable State and federal laws and City codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 AM to 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturdays or national holidays. No construction activities are permitted on Sundays. The Project would comply with these restrictions.

Haul Routes

Construction of the Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility.

For purposes of analyzing the construction-related impacts, it is anticipated hauling trips of demolition debris and excavated soil would involve 18-wheel bottom-dump trucks with a 14-cubic-yard hauling capacity at approximately 125 daily truck-trips at its peak. All truck staging would either occur on site or at designated off-site locations and radioed into the site to be filled. Any haul route specified may be modified in compliance with City policies, provided the Los Angeles Department of Transportation (LADOT) and/or City of Los Angeles Bureau of Street Services approves any such modification. However, the Project would not require a haul route permit as it is not within a Bureau of Engineering Special Grading Area

RELATED PROJECTS

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064(h), this Initial Study evaluates the Project's contribution to cumulative impacts. CEQA Guidelines Section 15355 states that "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Specifically, the City has considered whether the Project would the effects of the project are cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Cumulative impacts may be analyzed either by considering a list of past, present, and probable future projects producing related or cumulative impacts (State CEQA Guidelines Section 15130(b)(1)(A)) or by using a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect (State CEQA Guidelines Section 15130(b)(1)(B)). In order to so evaluate the potential for cumulative impacts, the City has identified twenty-three "related projects" within the general vicinity of the Project, as shown in **Table 2.0-1, Related Projects List**.

Table 2.0-2, Related Projects List

	Location	Type	Size
1	4200 Radford Avenue	Studios	161,885 sf
2	10601 Riverside Drive	Apartments/Retail	82 units/13,327 sf
3	11933 W. Magnolia Boulevard	Apartments	107 units
4	5513 Case Avenue	Apartments	90 units
5	11405 Chandler Boulevard	Apartments/Retail	73 units/2,900 sf
6	11126 Chandler Boulevard	Apartments/Retail/Restaurant	324 units/2,350 sf/1,966 sf
7	12106 Burbank Boulevard	Coffee	2,500 sf
8	4832 Tujunga Avenue	School	91 Students
9	5500 N. Klump Avenue	Apartments	84 units
10	11036 W. Moorpark Street	Apartments	96 units
11	11405 W. Chandler Boulevard	Apartments	82 units
12	5107 Lankershim Boulevard	Apartments/Market/Office	297 units/23,733 sf/1,267 sf
13	12444 Chandler Boulevard	Apartments/Retail	70 units/ 2,000 sf
14	NBC Universal Evolution Plan	Studio	2,680,000 sf
15	11617 Ventura Boulevard	Apartments/Retail	391 units/ 5,000 sf
16	6301 Laurel Canyon Boulevard	Apartments/ Retail	450 units/ 300,000 sf
17	12425 Victory Boulevard	Condominium/Retail/ Coffee House	54 units/ 6,900 sf/ 1,450 sf
18	13103 Victory Boulevard	Apartments/Office/Retail/ Health Club	100 units/20,000 sf/ 60,000 sf/40,000 sf
19	11331 Ventura Boulevard	Condominium	57 units
20	6605 Lankershim Boulevard	Condominium/Retail	140 units/16,000 sf
21	6150 N. Laurel Canyon Boulevard	Apartments/Office/Shopping Center/Movie Theater	742 units/500,000 sf/ 209,648 sf/1,750 seats
22	11011 Otsego Street	Apartments	144 units
23	Hermitage at Weddington	Apartments	28 units

3.0 INITIAL STUDY CHECKLIST

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST
(*CEQA Guidelines* Section 15063)

<table>
<tr><td colspan="2">LEAD CITY AGENCY:
City of Los Angeles,
Department of City Planning</td><td colspan="2">COUNCIL DISTRICT:
CD 2 – Paul Krekorian</td><td>DATE:</td></tr>
<tr><td colspan="5">RESPONSIBLE AGENCIES:</td></tr>
<tr><td colspan="2">PROJECT TITLE:
Chandler NOHO</td><td colspan="2">ENVIRONMENTAL CASE:
ENV-2016-157-MND</td><td>CASE NOS:
DIR-2016-156-SPR-DB</td></tr>
<tr><td colspan="2">PREVIOUS ACTIONS CASE NO.</td><td colspan="3">☒ DOES have significant changes from previous actions.
☐ DOES NOT have significant changes from previous actions</td></tr>
<tr><td colspan="5">PROJECT LOCATION: 5401-5415 N Lankershim Boulevard & 11307 W Chandler Boulevard, Los Angeles, California</td></tr>
<tr><td colspan="5">PROJECT DESCRIPTION: See Section 3.0 of this Initial Study.</td></tr>
<tr><td colspan="5">ENVIRONMENTAL SETTING: See Section 2.0 of this Initial Study.</td></tr>
<tr><td colspan="3">COMMUNITY PLAN AREA: North Hollywood–Valley Village Community Plan Area
STATUS:
☐ Preliminary ☒ Does Conform to Plan
☐ Proposed ☐ Does NOT Conform to Plan
☒ Adopted in 1999</td><td>AREA PLANNING COMMISSION:
South Valley</td><td>CERTIFIED NEIGHBORHOOD COUNCIL:
Mid-Town North Hollywood</td></tr>
<tr><td>EXISTING ZONING:
C2-2D-CA</td><td>MAX DENSITY ZONING:
6:1 FAR</td><td colspan="3">LA River Adjacent:
No</td></tr>
<tr><td>GENERAL PLAN LAND USE:
Community Commercial</td><td>MAX. DENSITY PLAN:
Same as zoning</td><td colspan="3">PROJECT DENSITY:
3.8:1 FAR</td></tr>
</table>

Determination (to be completed by Lead Agency)

On the basis of this initial evaluation:

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

☒ I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the 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 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 Project, nothing further is required.

Signature	City Planning Associate **Title**	818-374-9904 **Phone**

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
EACH DETERMINATION IN THIS INITIAL STUDY CHECKLIST IS BASED UPON SECTION 4.0, ENVIRONMENTAL ANALYSIS. PLEASE REFER TO THE APPLICABLE SECTION THEREIN FOR A DETAILED DISCUSSION OF THE CHECKLIST DETERMINATIONS.					
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?	☐	☐	☒	☐
2	**AGRICULTURE AND FOREST RESOURCES**				
Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3	**AIR QUALITY**				
Would the project:					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management 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 air basin 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
5	**CULTURAL RESOURCES**				
Would the project:					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e.	Would the project Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code § 21074?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
5.6	**GEOLOGY AND SOILS**				
Would the project:					
	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
a.	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.	☐	☐	☒	☐
b.	Strong seismic ground shaking?	☐	☐	☒	☐
c.	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
d.	Landslides?	☐	☐	☐	☒
e.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
g.	Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
7	**GREENHOUSE GAS EMISSIONS**				
Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
8	**HAZARDS AND HAZARDOUS MATERIALS**				
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 the 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?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 AND WATER QUALITY**				
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
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 offsite?	☐	☐	☒	☐
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 offsite?	☐	☐	☐	☒
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 plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
h.	Place within a 100-year flood plain 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?	☐	☐	☐	☒
10	**LAND USE AND PLANNING**				
Would the project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, 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?	☐	☐	☐	☒
11	**MINERAL RESOURCES**				
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒
12	**NOISE**				
Would the project:					
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Exposure of people 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?	☐	☐	☐	☒
13	**POPULATION AND HOUSING**				
Would the project:					
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
14 PUBLIC SERVICES					
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i. Fire protection?	☐	☐	☒	☐
	ii. Police protection?	☐	☐	☒	☐
	iii. Schools?	☐	☐	☒	☐
	iv. Parks?	☐	☐	☒	☐
	v. Other public facilities?	☐	☐	☒	☐
15 RECREATION					
Would the project:					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
16	**TRANSPORTATION AND TRAFFIC**				
Would the project:					
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?	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
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 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 regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
17	**UTILITIES & SERVICE SYSTEMS**				
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, 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?	☐	☐	☒	☐
18	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self---sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.0 ENVIRONMENTAL ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The thresholds of significance are based on the City of Los Angeles's *L.A. CEQA Thresholds Guide*.

> 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).
>
> 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.
>
> 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.
>
> "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).
>
> 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:
>
> - Earlier Analysis Used. Identify and state where they are available for review.

- 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.

- 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.

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

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

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.

The explanation of each issue should identify:

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

- The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

Impact Analysis

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2452 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project Site as within a TPA. Therefore, any aesthetic impacts, including but not limited to (a) adverse effects on scenic vistas, (b) damage to scenic resources, (c) degradation of existing visual character, (d) light and/or glare, and (e) shade shadow are deemed less than significant as a matter of law. Notwithstanding the mandate imposed by SB 743, the following aesthetic analysis of the project is provided for informational purposes only.

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

Less than Significant Impact. A significant impact may occur for non–SB 743 projects if the Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project Site is located within North Hollywood area of Los Angeles, approximately 0.4 mile east of SR 170 (Hollywood Freeway) and approximately 1.2 miles north of SR 134 (Ventura Freeway). The views in the area are generally urban in character and defined by single- and multi-story commercial buildings, mixed-use development, and public transportation facilities. Neither the Inventory of Designated Scenic Highways, included as an Appendix to the Mobility Element of the Los Angeles General Plan, nor the North Hollywood–Valley Village Community Plan identifies any scenic vistas within the immediate vicinity of the Project Site.[8] The Project would be visually compatible with the urban form of the surrounding neighborhood. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

8 City of Los Angeles General Plan, "Mobility Element", Appendix B: Inventory of Designated Scenic Highways and Guidelines (2015).

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 Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if existing structures on the Project site have been identified as a scenic resource. The Project site is not bordered by or within the viewshed of a designated scenic highway. No historic buildings, rock outcroppings, or unique geologic features exist on the Project site. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if the Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

The proposed building would be 7-stories with a maximum height of 85 feet and would be visible from private viewpoints within the surrounding area. The mixed-use development located north of and adjacent to the Project is 14 stories high. The project would be consistent with the general visual character of North Hollywood when viewed from a distance. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur for non–SB 743 projects if the Project introduces new sources of light or glare on or from the Project Site that would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Project sources; and (b) the extent to which Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Night lighting for the Project would be provided to illuminate the building entrances and common open space areas, and largely to provide adequate night visibility for residents and visitors and to provide a measure of security. It should be noted that lights associated with the surface parking lots on the Project Site currently exist. The existing nighttime security lighting associated with the surface parking lot on the Project Site would be removed and replaced with new nighttime security for the new building. The Project would include nighttime lighting along the building's frontages on Chandler Boulevard and Lankershim Boulevard. Lighting would also be placed at the building's pedestrian entrances and the vehicle driveways. In addition to the exterior ground-level nighttime security lighting, interior lighting associated with the Project would provide an additional source of nighttime illumination. Due to its close proximity with surrounding residential and commercial buildings, the Project would utilize outdoor lighting designed and installed with shielding to reduce light-sourced impacts surrounding the Project Site.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Project's architectural materials would include a mix of concrete block, perforated sheet metal guardrails, painted metal panels, metal louvers, perforated metal screens, plaster, custom mural panels, clear anodized aluminum storefront, silver painted vinyl doors and windows, and overhead coiling security gates. Landscaping in the form of street trees would be provided along all street edges of the Project to buffer and partially screen the buildings from public view. The Project would not introduce any new sources of glare that are incompatible with the surrounding areas.

Shade and Shadow

Based on the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Project's structure cast shadows on shade sensitive uses for more than 3 hours each day between the hours of 9:00 AM and 3:00 PM during winter months, or for more than 4 hours each day between the hours of 9:00 AM and 5:00 PM during the summer months. Shade sensitive uses include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors.

The Project would cast shadows across neighboring buildings to the northeast, north and northwest. With a roof height of 79 feet, the Project could cast shadows as long as 242 feet.[9] The Project's spring equinox and summer solstice shadows from 9:00 AM to 3:00 PM are illustrated in **Figure 4.1-1, Spring Equinox and Summer Solstice Shadows**. The Project's fall equinox and winter solstice shadows from 9:00 AM to 3:00 PM are illustrated in **Figure 4.1-2, Fall Equinox and Winter Solstice Shadows**.

The Project would shade two storage buildings on the adjacent property to the west and portions of the parking lot to the east. These are not considered shadow-sensitive because they do not contain residential uses or public oriented commercial uses such as pedestrian-oriented outdoor spaces or outdoor eating areas. The Project would shade portions of the adjacent building to the north. However, the shadows cast would mostly shade the bottom third of the building, where no residential balconies are present. Additionally, the open space on the south side of the building is already shaded by the existing wall on the property and shadows cast by the Project are not expected to extend higher than the existing wall. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

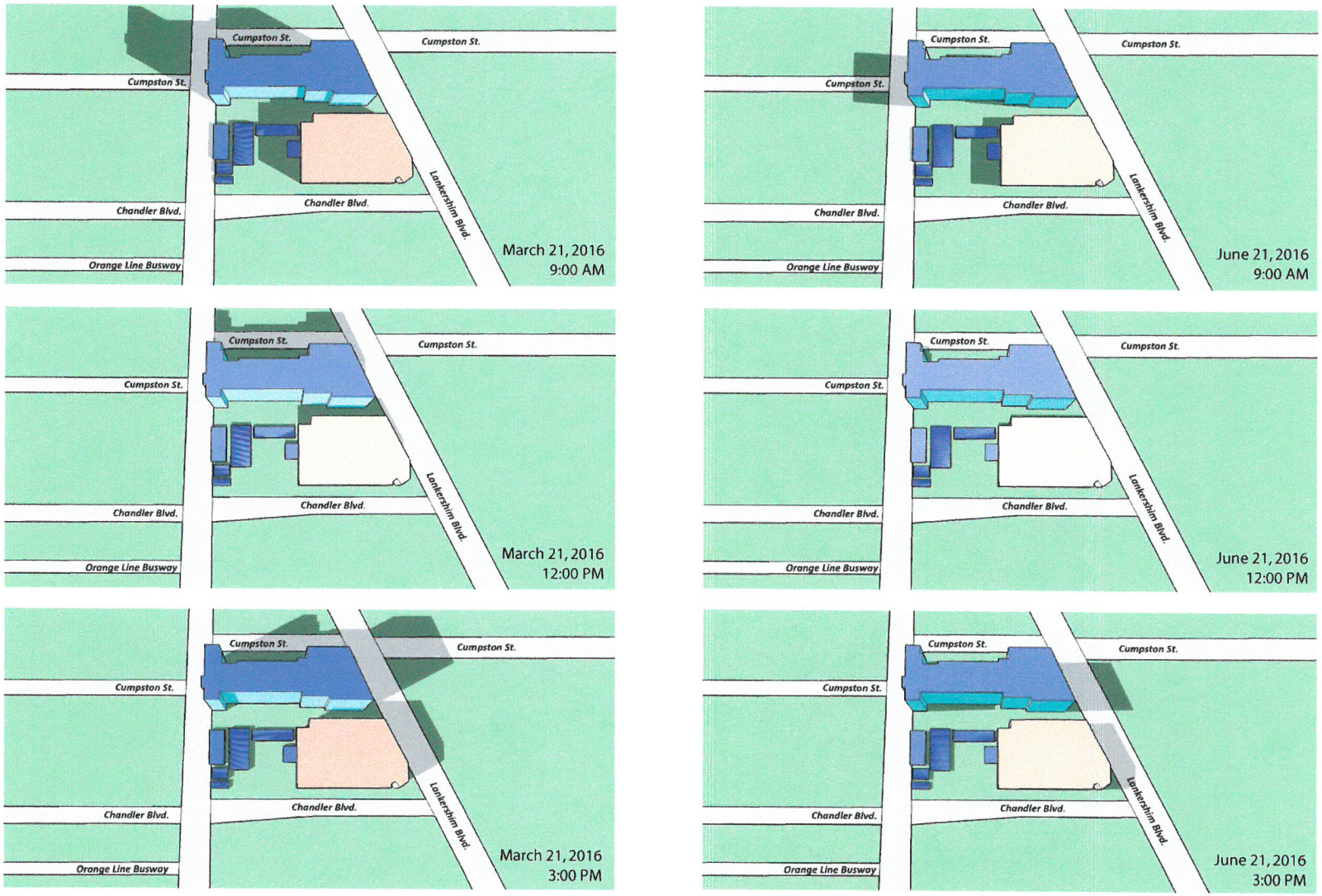
Mitigation Measures: No mitigation measures are required

Cumulative Impacts

Less than Significant Impact. Development of the Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already urbanized area of Los Angeles. However, the related projects are physically separated from the Project such that the Project would not contribute to a cumulative change in visual character. Impacts would be less than significant. Furthermore, the Project and the nearest related projects are within a Transit Priority Area (TPA), as defined in City of Los Angeles Zoning Information File 2451 (ZI 2451). As per State Senate Bill 743 and the City's ZI 2451, aesthetic impacts shall not be considered significant for infill projects with a TPA. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

9 L.A. CEQA Thresholds Guide Exhibit A.3-2



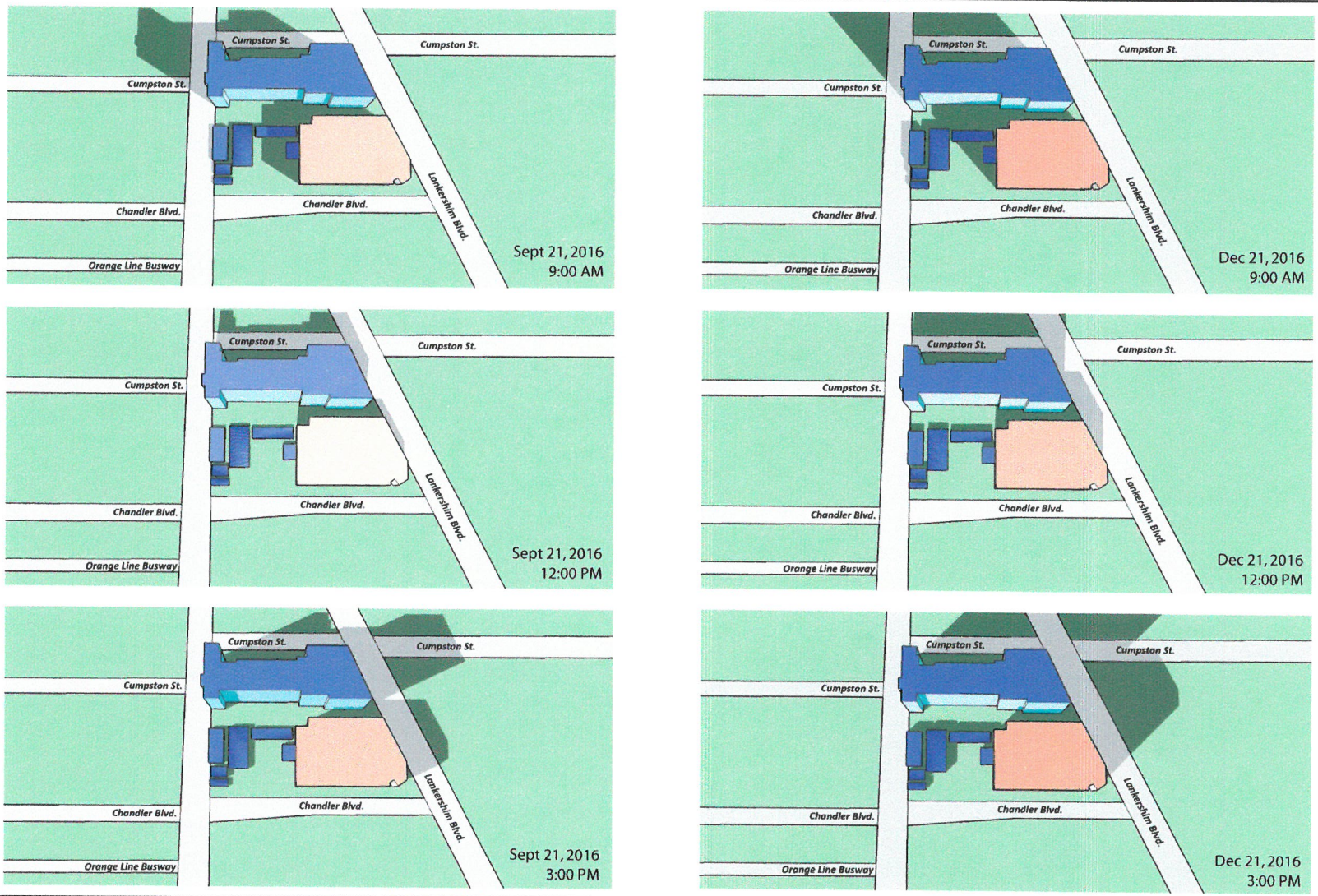
SOURCE: Meridian Consultants - Jan 2016

FIGURE **4.1-1**

Meridian Consultants

Shadows - Spring Equinox and Summer Solstice

109-001-15



SOURCE: Meridian Consultants - Jan 2016

FIGURE **4.1-2**

Meridian Consultants

Shadows - Fall Equinox and Winter Solstice

109-001-15

4.2 AGRICULTURE AND FORESTRY RESOURCES

Impact Analysis

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 Project Site is located in an urban setting. No farmland or agricultural activity exists on or within the vicinity of the Project Site. According to the California Department of Conservation "Los Angeles County Important Farmland 2010" map, the Project Site is outside of its survey area.[10] No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site is zoned C2-2D-CA and has a land use designation of Community Commercial in the North Hollywood–Valley Village Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[11] No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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10 California Department of Conservation, Division of Land Resource Protection, *Los Angeles County Important Farmland 2010, Sheet 2 of 3* (January 2012).

11 California Division of Land Resources Protection, Williamson Act Program, "State of California Williamson Act Contract Land," ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2012%20Statewide%20Map/WA_2012_8x11.pdf.

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 zoned C2-2D-CA and has a land use designation of Community Commercial in the North Hollywood–Valley Village Community Plan. The Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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 is occupied by one active 1-story commercial building, one active surface parking lot, and a vacant portion with minimal vegetation. No forested lands exist on or in the vicinity of the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

No Impact. The Project Site is located in an urbanized area of Los Angeles and does not include any designated agricultural lands or any agricultural or forest uses. As such, the Project and the related projects would not contribute to a cumulative impact. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.3. AIR QUALITY

Impact Analysis

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin ("Basin"), the applicable plan is the 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 SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on June 1, 2012. The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, reduce the high levels of pollutants in the Basin, meet federal and State air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. It builds on approaches taken from the previous AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management chapter of the *Regional Comprehensive Plan and Guide* (*RCPG*) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. As impacts with respect to population, housing, and employment would be less than significant, the Project would not conflict with the AQMP.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The Project would contribute to regional and localized air pollutant emissions during construction and Project operation. These emissions have the potential to exceed SCAQMD emissions thresholds.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 23 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Project would be undertaken in three main steps: (1) demolition/site clearing; (2) site preparation/grading; and (3) building construction. The building construction phase includes the construction of proposed buildings, connection of utilities to the buildings, architectural coatings, paving, and landscaping of the Project Site.

The Project would contribute to regional and localized air pollutant emissions during construction (short term) and Project occupancy (long term). These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during demolition/site clearing, site preparation/excavation would primarily generate particulate matter less than 10 microns (PM10) and particulate matter less than 2.5 microns (PM2.5) emissions. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NO_X) emissions. The application of architectural coatings would primarily result in the release of reactive organic gas (ROG) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1, Maximum Construction Emissions**, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. As shown, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significant threshold for criteria pollutants during the construction phases. Therefore, construction emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (NO2, PM10, and PM2.5).

Table 4.3-1
Maximum Construction Emissions (pounds/day)

Source	ROG	NOx	CO	SOx	PM10	PM2.5
Maximum	6.92	63.41	19.47	0.16	4.43	1.74
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.
*Notes: Refer to Modeling Output in **Appendix A**.*
Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 and 403.1, including watering disturbed areas a minimum of 3 times per day, replacing ground covers, and utilizing Tier 2 equipment.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxides.

These calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as required by SCAQMD Rule 403—Fugitive Dust. Control requirements for Rule 403 include but are not limited to applying water in sufficient quantities (at least three times per day) to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site; and maintaining effective cover over exposed areas. In addition, architectural coating would comply with SCAQMD Regulation XI, Rule 1113—*Architectural Coating* that provides specifications on painting practices as well as regulating the VOC content within paint.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod recommended by the SCAQMD. The results of these calculations are presented in **Table 4.3-2, Maximum Operational Emissions**. As shown, the net operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD.

Based on the above impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Table 4.3-2
Maximum Operational Emissions (pounds/day)

Source	ROG	NOx	CO	SOx	PM10	PM 2.5
Project Maximum	7.09	4.544	33.18	0.06	4.56	1.31
Existing Maximum	*(0.05)*	*(0.05)*	*(0.23)*	*(-)**	*(0.03)*	*(0.01)*
Net Total	7.04	4.49	32.95	0.06	4.53	1.30
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.
Notes: Refer to Modeling Output in ***Appendix A.***
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
The emissions of the Project represent the net difference between the existing operational generated uses that would be removed and the Project operational emissions.
** Results are negligible.*

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 thresholds for ozone precursors)?***

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project would add a considerable cumulative contribution to federal or State non-attainment pollutants. In regards to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed before, the Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. The Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Project construction activities and operations, as described previously, may increase air emissions above current levels. Also, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residential homes, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[12] apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NO_X, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM10, the LSTs were derived based on requirements in SCAQMD Rule 403—Fugitive Dust. For PM2.5, LSTs were derived based on a general ratio of PM2.5 to PM10 for both fugitive dust and combustion emissions. SCAQMD's methodology is intended to measure emissions generated at a site; as stated by SCAQMD, the LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 7, which covers the eastern San Fernando Valley area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project are multifamily residential uses directly west of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82 feet), the closest threshold distance, have been used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM10, and PM2.5 emissions for each construction phase. The small size of the Project (less than 1-acre) warrants that the emissions should be compared to the most stringent LST mass rate emissions thresholds associated with a 1-acre site, the smallest threshold site category. As shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, peak daily emissions generated by the Project would not exceed the applicable construction LSTs for a 1-acre site in SRA 7.

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12 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology* (June 2003, Revised July 2008).

Table 4.3-3
Localized Significance Threshold (LST) Worst-Case Emissions (pounds/day)

Source	NO_x	CO	PM10	PM2.5
Construction				
Total mitigated maximum emissions	10.70	7.96	0.74	0.57
LST threshold	80.00	498.00	4.00	3.00
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project Area/energy emissions	0.55	10.73	0.09	0.09
Existing Area/energy emissions	*(-)**	*(-)**	*(-)**	*(-)**
Net Total	0.55	10.73	0.09	0.09
LST threshold	80.00	498.00	1.00	1.00
Threshold Exceeded?	**No**	**No**	**No**	**No**

*Note: Emission calculations are provided in **Appendix A.** Operational emissions are the higher value of the sum of the Area and Energy emissions depicted in Table 2.2 of the Summer or the Winter emissions calculations; Construction emissions are the highest value indicated within Tables 3.2 through 3.7 of the Summer or the Winter emissions calculations*
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NO_x = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.
** Results are negligible.*

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the volume to capacity (V/C) ratio by 2 percent or more. Based on the Traffic Study prepared for the Project, these criteria would not be met.

As the Project consists of a mixed-use development containing apartments, amenities, and retail uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants (TACs), and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to TACs at the regional, State, and federal levels that would protect sensitive receptors from substantial concentrations of these emissions.

Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. A significant impact would occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors are anticipated. In addition, the proposed trash collection rooms would be contained within the first level of the building and would thus not expose substantial number of people to open air dumpsters.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings, and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Project in conjunction with related projects would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles. According to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for pollutants for which the Basin is in nonattainment. As discussed previously, because the construction-related and operational daily emissions associated with the Project would not exceed the SCAQMD's recommended thresholds, emissions associated with the Project would not be cumulatively considerable. In addition, none of the related projects is near enough to the Project to contribute to localized air quality effects. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.4 BIOLOGICAL RESOURCES

Impact Analysis

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

Less than Significant with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat of a state- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with a habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). However, there are seven (7) street trees (ficus) along the northern property line and that border the site within the public right-of-way. Six of these street trees are proposed to be removed, trimmed, or otherwise disturbed during construction.[13] Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA)[14] and the California Department of Fish and Wildlife Code.[15] The Project Applicant shall comply with mitigation measure **MM-BIO1** to ensure that no significant impacts to nesting birds would occur.

13 Tree Report by Edward Gripp, March 9, 2016

14 United States Code, tit. 33, sec. 703 et seq.; see also Code of Federal Regulations, tit. 50, pt. 10.

15 California Department of Fish and Wildlife Code, sec. 3503.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts to a Less than Significant level.

MM-BIO1 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

Project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code, Section 86).

If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

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. Based upon the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alteration of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise and light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a 1-story commercial building, a surface parking lot, and a vacant, though previously disturbed, lot. No riparian or other sensitive natural community is located on or adjacent to the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is entirely developed and covered with impermeable surfaces and does not contain any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an area that has been previously developed in a urbanized area of the North Hollywood community of the City of Los Angeles. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant with Project Mitigation. Based upon the *L.A. CEQA Thresholds Guide*, a significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.[16]

There are seven (7) trees witin or bordering the site six (6) of which would be removed during construction. These street trees do not consist of any protected tree species (i.e., valley oak, California live oak, Southern California black walnut, western sycamore, or California bay). The removal and placement of these trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. The Project Applicant shall comply with mitigation measure **MM-BIO2** to ensure that no significant impacts to nesting birds would occur.

16 City of Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts to a Less than Significant level.

MM-BIO-2 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multitrunked, as measured 54 inches above the ground) non-protected trees on the 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 planting of any tree in the public right-of-way requires approval of the Board of Public Works. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

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

No Impact. A significant impact would occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. With incorporation of the above stated mitigation related to tree removal and nesting birds, the Project would have a less than significant impact upon biological resources. Due to the urban location of the Project Site, development of the Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special-status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitats occur near the Project Site or related projects due to the existing urban development. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

Impact Analysis

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project disturbed historic resources that presently exist within or adjacent to the Project Site.

The Project would include the demolition of the existing surface parking lot and one 1-story commercial building. The existing commercial buildings on the Project Site were constructed more than 50 years ago. However, the building on the Project Site was not identified in the 2013 *Los Angeles Historic Resources Survey, Historic Resources Survey Report,* or North Hollywood–Valley Village Community Plan Area; therefore, it would not be considered a historical resource pursuant to CEQA.

The City of Los Angeles Zone Information and Map Access System (ZIMAS) contains a notation that identifies the Project Site as the location of a historic structure known as the Lankershim Southern Pacific Railroad Depot/Hendricks Building Supply. However, that structure is actually located at 5351 N. Lankershim, one block to the south of the Project Site.[17] The historic depot building is on property owned by Metro, which recently rehabilitated it.[18] The Project would cause no change to the depot building, nor would the Project adversely affect the building's significance. As such, implementation of the Project would not cause an adverse change to a historical resource. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project would disturb archaeological resources that presently exist within the Project Site. The Project Site is located within an urbanized area that has been subject to grading and development in the past. There are no known archaeological sites or archaeological survey areas on or adjacent to the Project Site. Furthermore, the Project Applicant shall to be required to comply with existing regulations, including California Public Resources Code Section 21083.2 that specifies the protocol if archaeological resources are discovered

17 https://www.laconservancy.org/locations/lankershim-train-depot.

18 https://www.metro.net/news/simple_pr/l-metro-restores-historic-lankershim-depot-north-h/.

during excavation, grading, or construction activities. With regulatory compliance, any potential archeological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Project site has been previously graded and is currently improved with an existing commercial retail building and related surface parking. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Furthermore, the Project Applicant shall be required to comply with existing regulations, including California Public Resources Code Section 21083.2 that specifies the protocol if paleontological resources are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential paleontological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. The Project Site is located in an urbanized area and has been subject to grading and development in the past. No known burial sites are located on or adjacent to the Project site. Furthermore, the Project Applicant shall be required to comply with existing regulations, including State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 that specify the protocol if human remains are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Would the project Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code § 21074?

Less than Significant Impact. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a Project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. Notices were sent on February 26, 2016 to eligible tribes that had requested to be notified. No responses were received indicating the presence of any Tribal Cultural Resources on the site nor was further consultation requested. Construction on the site, including excavation, would be subject to regulatory compliance as discussed previously. As no Tribal Cultural Resources per the Public Resources Code 21074 have been identified, potential impact to tribal cultural resources would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.6 GEOLOGY AND SOILS

Impact Analysis

The following section includes information from the *Geotechnical Evaluation, Proposed Mixed Use Development, NW Corner of Lankershim Boulevard and Chandler Boulevard, North Hollywood, California,* dated June 12, 2015 ("Geotechnical Report") that is contained as Appendix B to this Initial Study.[19]

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project Site were located within a State-designated Alquist-Priolo Zone or other designated fault zone. Based on the Geotechnical Report and the City of Los Angeles Parcel Profile Report, the Project Site is not within an Alquist-Priolo Fault Zone and no known active faults cross the Project Site. The closest active fault is the Hollywood Fault, approximately 2.5 miles to the south.[20] As such, the potential risk for surface fault rupture within the Project Site is considered low. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. Given that the Project Site is located near the Hollywood Fault Zone, there could be potential impacts from strong seismic ground shaking. However, the design of the Project would comply with the latest City of Los Angeles Building Code (Building Code) seismic standards, and the project would not cause or accelerate the geologic hazards, which do not exceed the typical risk for the region. Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

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19 EEI Geotechnical & Environmental Solutions, Geotechnical Evaluation, Proposed Mixed Use Development, NW Corner of Lankershim Boulevard and Chandler Boulevard, North Hollywood, California (June 12, 2015).

20 City of Los Angeles, Department of City Planning, "Zone Info & Map Access System (ZIMAS)," http://zimas.lacity.org/.

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

Less than Significant Impact. Liquefaction is the loss of soil strength due to the buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project site is located within a liquefaction zone. According to the City of Los Angeles Seismic Safety Element, the Project Site is located within a potential liquefaction zone. [21]

The Project would be designed in accordance with Los Angeles Building Code seismic standards and with any conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the project. Furthermore, the project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Based on the Geotechnical Report, it is anticipated that conventional spread footing foundations would be able to support the two-level subterranean garage. The garage would be designed to be supported on a mat foundation or deepened friction piles to withstand anticipated liquefaction-induced settlements. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving Landslides?

No Impact. A project-related, significant adverse effect could occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is located on relatively level terrain and no landslides are mapped in the vicinity of the Project. Based on the State of California Seismic Hazard Zones Map for the Van Nuys Quadrangle, the Project Site is not in a designated earthquake-induced landslide hazard zone.[22] Therefore, the probability of landslides, including seismically induced landslides, is considered to be very low. Impacts would not occur.

Mitigation Measures: No mitigation measures are required.

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21 City of Los Angeles, Department of City Planning, *General Plan, Safety Element* (1990).

22 California Division of Mines and Geology, "Seismic Hazards Zones, Van Nuys Quadrangle, Official Map" (1998), http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_vn.pdf

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project could have significant sedimentation or erosion impacts if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site.

Although development of the Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Furthermore, the Applicant is responsible for the preparation of a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the potential for sedimentation and other pollutants entering the stormwater system. The potential for soil erosion during the ongoing operation of the Project is extremely low due to the predominantly level topography of the Project Site and the fact that the Project Site would be mostly paved over or built upon, so little soil would be exposed. Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

f. 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. Based on the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. The Geotechnical Report concluded that, the potential for seismically induced settlement at the Project Site is small and geotechnical conditions are favorable for foundations, as well as a permanent retaining structure, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Project to the satisfaction of the LADBS. Construction of the Project would comply with the City of Los Angeles Uniform Building Code (Building Code). Code requirements to prevent soil erosion and liquefaction would be implemented. Given these requirements, the Project would not be located on soil that would become unstable and result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project could have a significant impact if it were built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and that shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. According to the Geotechnical Report, a sample of soils underlying the Project Site indicated that the soils have very low expansion potential. Furthermore, construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions. Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. The Project would connect to the existing sewer system that serves the Project Site. Impacts would not occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. As described above, the Project would have less than significant geologic impacts. Geotechnical hazards tend to be site-specific and there is little, if any, cumulative geological relationship between the Project and the related projects. The project-impacts are not expected to contribute to significant cumulative impacts. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

Impact Analysis

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. A significant impact would occur if the project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the California Air Resources Board (CARB), the State agency charged with regulating Statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by CARB in coordination with the Cap-and-Trade program, was published in October 2008. The 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. As required by AB 32, CARB must update its Scoping Plan every 5 years to ensure that California remains on the path toward a low-carbon future.

CARB updated the Scoping Plan in May 2014 through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2014 Scoping Plan). CARB's updated projected "business as usual" (BAU) emissions in the 2014 Scoping Plan are based on current economic forecasts (i.e., as

influenced by the economic downturn) and certain GHG reduction measures already in place. The BAU projection for 2020 GHG emissions in California was originally estimated to be 596 Million Metric Tons of Carbon Dioxide Equivalent (MMTCO2e). The updated calculation of the 2014 Scoping Plan's estimates for projected emissions in 2020 totals 509 MMTCO2e. Considering the updated BAU estimate of 509 MMTCO2e by 2020, CARB estimates that the State would have to reduce GHG emissions by 21.6-percent from BAU without the State's Clean Car Standards (known as the Pavley regulations) which reduce GHG emissions in new passenger vehicles and the 33 percent renewable portfolio standard (RPS); or 15.7 percent from the adjusted baseline (i.e., with Pavley regulations and 33 percent RBS) to return to 1990 emission levels (i.e., 427 MMTCO2e) by 2020, instead of the 28.35 percent BAU reduction previously reported under the Scoping Plan.[23]

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

There are no federal, State, or local adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines. As required in Section 15604.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) 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.

In addition, as a central component of the CEQA Guidelines, there is substantial evidence to support that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of GHG emissions, including AB 32 and the corresponding Scoping Plan. The City adopted the LA Green Plan to provide a Citywide plan for achieving the City's GHG emissions targets, for both existing and the future generation of GHG emissions. To further implement the LA Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple

23 California Air Resources Board (CARB), Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED) (May 2014), Attachment D, p. 11.

ordinances and updates to establish the current Los Angeles Green Building Code as it applies to new development projects. As it relates to new development, the City adopted the LA Green Building Code (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more strict GHG reduction measures available to development projects in the City of Los Angeles. Among the many GHG reduction measures outlined later in this section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, to meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and to meet 50 percent construction waste recycling levels. The Scoping Plan encourages communities to adopt building codes that go beyond the State code. Accordingly, as the LA Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development Project that can demonstrate that it complies with the LA Green Building Code is considered consistent with Statewide GHG reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, GHG emissions were only calculated as generated by the project for on-site construction activities, off-site hauling and construction worker commuting. As explained by California Air Pollution Control Officer's Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from the manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (CEQA Guidelines, Section 15145). Therefore, the construction analysis does not consider such GHG emissions.

Emissions of GHGs were calculated using CalEEMod for each year of construction of the Project and the results of this analysis are presented in **Table 4.7-1, Project Construction-Related Greenhouse Gas Emissions**. GHG emissions are reported on an annual basis. As shown, the greatest annual increase in GHG emissions from construction activities would be 578.13 metric tons in 2018.

Table 4.7-1
Project Construction-Related Greenhouse Gas Emissions

Year	CO2e Emissions (Metric Tons Per Year)[a]
2018	578.13
2019	223.62
Total Construction GHG Emissions	**801.75**
Annualized over Project's Lifetime	**26.73**

[a] *Construction CO_2 values were derived using CalEEMod Version 2016.3.1.*
*Note: Calculation data and results are provided in **Appendix A** of this Initial Study, specifically Annual emissions, Tables 2.1*
**N2O emissions account for 0.03 MTCO2e/year.*

Operation

The GHG emissions resulting from operation of the Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and the generation of solid waste and wastewater, were calculated assuming code compliance with the LA Green Building Code. Emissions of operational GHGs are shown in **Table 4.7-2, Project Operational Greenhouse Gas Emissions.** As shown, the increase in GHG emissions generated by the Project with GHG Reduction measures would be 1,813.29 MTCO2e per year, below the SCAQMD screening threshold for mixed-use projects of 3,500 MTCO2e per year. Implementation of the L.A. Green Building Code and the proximity to transit is expected to reduce GHG emissions by approximately 25% as compared to a project without these features.

The Project's reduction in GHG emissions is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The Project's proximity to transit (located adjacent to and across Lankershim Boulevard from the North Hollywood Red Line station) would serve to reduce the Project's GHG emissions. Based on these factors, the Project would be consistent with the intent of both AB 32 and SB 375, as previously discussed, with respect to reducing mobile source emissions associated with the Project's trip generation.

Based on the above, the Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.7-2
Project Operational Greenhouse Gas Emissions

GHG Emissions Source	Emissions ($MTCO_2e$/year)
Construction (amortized)	26.73
Operational (mobile) sources*	817.95
Area sources	2.20
Energy	870.28
Waste	11.38
Water	102.31
Annual Total	1,830.85
Existing	*(17.56)*
Net Total	**1,813.29**

Source: CalEEMod.
*Notes: Emissions calculations are provided in **Appendix A**, Annual emissions, Table 2.2*
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
The emissions of the Project represent the net difference between the existing greenhouse generated uses that would be removed and the Project greenhouse gas emissions.
$MTCO_2e$ = metric tons of carbon dioxide emissions.
** N2O emissions account for 0.03 MTCO2e/year.*

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 goal of Assembly Bill (AB) 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. In addition, Executive Order S-3-05[24] aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050. As previously mentioned, to reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals as drafted in their GreenLA and ClimateLA plans: increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy.

As described previously, through required implementation of the LA Green Building Code, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs.

24 Executive Order S-3-05, Office of Governor Arnold Schwarzenegger, June 1, 2005, https://www.gov.ca.gov/news.php?id=1861

The Project's generation of GHG emissions would not make cumulatively considerable contribution to conflicting with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gasses. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Impact Analysis

The following section incorporates information from the *Phase I Environmental Site Assessment 5401 and 5411 North Lankershim Boulevard, North Hollywood, California*,[25] dated July 17, 2015 (Phase I ESA) and the *Conceptual Site Model and Request for No Further Acton, Richman NoHo, 5401 & 5411 North Lankershim Boulevard, 11307, 11317, 11325/11327 Chandler Boulevard, North Hollywood, California*[26], dated October 5, 2015 prepared by FREY Environmental for the Applicant and provided to the City.

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

Less than Significant Impact. The uses included in the Project would not involve routine transport, use, or disposal of hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes, which would be handled consistently with State health codes and regulations. The Project would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A hazardous materials survey report, including a physical inspection of the Project Site, review of historical sources, and site vicinity reconnaissance, was conducted. Previous uses on the Project Site include car and truck rentals, car sales, gasoline service station, and automobile supply.

5401 and 5411 North Lankershim Boulevard

In 2006, LFR Levine-Fricke (LFR) completed a Phase I ESA for the portion of the Project Site on 5401 and 5411 N. Lankershim Boulevard and identified the former use as a service station as an "REC" (Recognized Environmental Conditions – defined by ASTM 1527-13 as the presence or likely presence of any hazardous

25 FREY Environmental, Inc. Phase I Environmental Site Assessment 5401 and 5411 North Lankershim Boulevard, North Hollywood, California (July 2015).

26 FREY Environmental, Inc. Conceptual Site Model and Request for No Further Acton, Richman NoHo, 5401 & 5411 North Lankershim Boulevard, 11307, 11317, 11325/11327 Chandler Boulevard, North Hollywood, California (October 2015).

substances or petroleum products in, on, or at a property). According to LFR, underground storage tanks (USTs) and fuel dispensers were removed in 1999, and petroleum hydrocarbons were not detected in soil samples collected as part of those removal activities. Soil vapor probes installed in the northwest portion of the property documented the presence of low concentrations of Volatile Organic Compounds (VOCs), attributing their presence to former activities conducted at 11307 Chandler Boulevard, a western portion of the Project Site. LFR drilled and sampled soil borings at various locations and detected Total petroleum hydrocarbons (TPH) motor oil and Tetrachloroethene (PCE) in the soil samples. Concentrations were such that LFR recommend no further action for the parcel (5401 and 5411 N. Lankershim Boulevard).

Centec performed a Phase I ESA for 5401 and 5411 N. Lankershim Boulevard in January 2015 and reported that it had been a gasoline service station between 1919 and 1989. Centec concluded that the former presence of a gasoline service station was a "Controlled Recognized Environmental Condition" (CREC) based on a report prepared for the site that stated that the soil samples collected as part of UST removal activities did not detect contamination.

The FREY Phase I ESA (July 2015) concluded that the former presence of a service station between approximately 1922 and 1989 and the former presence of automobile repair facilities between approximately 1929 and 1970 were RECs. In addition, the Phase I ESA considered the former facilities at 5554-5568 North Lankershim Boulevard (North Hollywood Superior Court location), approximately 825 feet to the north of the Project Site to be an REC due to potential vapor encroachment. However, soil vapor samples collected from this portion of the Project Site did not contain significant concentrations of VOCs. In addition, the Project construction (subterranean parking and retail on the first floor) in conjunction with the vapor intrusion modeling discussed in Section 6.2 of the Phase I ESA indicate that the potential for vapor intrusion is well below commonly accepted regulatory limits.

11307 Chandler Boulevard

Toxichem prepared a Preliminary Environmental Assessment for the portion of the Project Site at 11307 Chandler Boulevard in 1999 and identified the property use as a commercial laundry for over 40 years and more recently as an automotive body shop. During the inspection in October 1999, Toxichem observed solvents, paints, and chemical waste and noted several floor drains that were connected to a clarifier. To address the areas of concern listed by Toxichem, several soil and soil vapor investigations were conducted between 2000 and 2014. Between March 2000 and June 2003, Kennedy Jenks Consultants (KJC) installed and sampled soil vapor probes and drilled and sampled soil borings. In the 111 soil vapor samples collected between 2000 and 2003, PCE was the only VOC detected. Likewise, the primary contaminant of concern in the soil boring samples was PCE.

In 2007, LFR installed three soil vapor extraction wells in the northern-most portion of the site and reportedly removed a total of 4.2 pounds of VOCs. In June 2008, LFR sampled two post remediation soil borings in the northern portion of the property and detected no VOCs in any of the analyzed soil samples. In July 2008, LFR collected post remediation soil vapor samples from each of the three SVE wells. VOCs were not detected in the three samples collected.

The Regional Water Quality Control Board (RWQCD) transmitted a letter dated August 28, 2008 that state stated, "At present, the remediation of the soil at depths greater than 20 feet has been completed." This letter also allowed for decommissioning and removal of the SVE system.

In October 2014, Avocet Environmental, Inc. (Avocet) installed three nested soil vapor probes in the northern half of the parcel. Soil vapor samples collected from the 10 soil vapor sample implants contained PCE at concentrations up to 6.2 ug/L. Concentrations of TCE, benzene, and chloroform were also detected in some of the soil vapor samples at concentrations of less than 6.2 ug/L. Avocet input the soil vapor sample data into the Johnson and Ettinger model to evaluate the threat of vapor intrusion into a building. Avocet concluded that the Incremental Lifetime Cancer Risk (ILCR) and associated Hazard Index (HI) for a "resident" living in the proposed subterranean parking garage is almost two orders of magnitude less than the EPA's recommended risk range.

Based on the significant amount of environmental investigation and remediation conducted, the Regional Water Quality Control Board's (RWQCB) statement that soil has been remediated at depths of greater than 20 feet below ground surface (bgs), and the proposed future development of the Project Site, which would include the excavation and removal of up to 30 vertical feet of soils, the FREY Phase I ESA considered this portion of the Project Site to be a CREC.

The Phase I ESA and Conceptual Site Model and Request for No Further Acton, provided in **Appendix C**, document and summarize 15 years of site investigation, remediation, vapor intrusion modeling and evaluated chemicals of potential concern (COPC) potential to impact sensitive human and ecological receptors. Based on the studies, it is unlikely that any significant soil segregation and excavation would be required as part of site grading and construction. Impacts would be less than significant.

Asbestos-Containing Materials

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically-sharp structures can puncture tiny air sacs in the lungs, resulting in long-term health problems. The Department of Toxic Substance Control (DTSC)

classifies asbestos waste as potentially hazardous if it is greater than 1 percent and easily crumbled (friable). Based on the age of the on-site building (built prior to 1970), there is a potential for asbestos-containing building materials at the Project Site. As such, prior to the issuance of any permit for the demolition of alteration of the existing structure, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations. Impacts would be less than significant.

Lead-Based Paint

Although lead-based paint has been taken off the market, it is estimated that 80 percent of buildings built prior to 1978 contain lead paint. Based on the age of the on-site building, there is a potential for lead-based paint at the Project Site. Prior to issuance of a demolition permit, a lead-based paint survey shall be performed to the satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to CALOSHA regulations. Impacts would be less than significant.

Methane Gas

According to the City of Los Angeles Methane Zone map,[27] the Project Site is not located within a methane or methane buffer zone. Impacts would be less than significant.

Radon

According to the Radon Potential Zone Map for Southern Los Angeles County, California,[28] the Project Site is not located within a radon zone. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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27 City of Los Angeles, Methane and Methane Buffer Zones Map (2004).

28 California Geological Survey, *Radon Potential Zone Map for Southern Los Angeles County, California*, (January 2005), http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/sr182map.pdf.

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?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The closest schools to the Project Site are the Los Angeles Unified School District's Lankershim Elementary School located at 5250 Bakman Avenue, approximately 0.2 miles south of the Project Site and St. Paul's First Lutheran School located at 11330 McCormick Street, approximately 0.22 miles south of the Project Site. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Project Site and use of these substances would comply with State health codes and regulations. The Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less than Significant Impact. As noted earlier, FREY prepared a Phase I ESA in July 2015 and a Conceptual Site Model and Request for No Further Action in October 2015. The Phase I ESA was conducted in general accordance with ASTM Standard Practice E 1527-05 and the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) Rule. A summary of the studies is as follows:

- A significant amount of investigation and remediation has been conducted at the Site over the past 15 years. Seventy (70) soil borings were drilled to depths up to 80 feet below ground surface (bgs) across the 0.82-acre Site.
- A total of 252 soil samples were collected from the 70 soil borings and submitted for chemical analysis. Soil samples were collected from depths ranging from 2 feet bgs to 80 feet bgs. Of the 252 soil samples, 249 were analyzed for Volatile Organic Compounds (VOCs), 47 for Total petroleum hydrocarbons (TPH) and 36 for metals.
- The greatest concentration of TPH detected in the 47 soil samples analyzed was 270 mg/kg. Tetrachloroethene (PCE) was the most common VOC detected in the 249 soil samples. The greatest pre-remediation PCE concentration (9.6 mg/kg) was detected in soil sample SB-12-5-5 collected from the 11307 Chandler Boulevard parcel. The greatest post-remediation PCE concentration was 0.0082 mg/kg as detected in soil sample FB3-5 collected approximately 20 feet west of SB-12-5-5.
- A total 143 discrete soil vapor samples were collected from various locations throughout the Site at depths ranging from 5 feet bgs to approximately 80 feet bgs. PCE was the dominant VOC detected in the 143 soil vapor samples. Prior to soil vapor extraction (SVE) remediation, the greatest PCE concentration was 270 ug/L. After SVE remediation, the greatest soil vapor PCE concentration was 6.2 ug/L.
- Avocet Environmental, Inc performed vapor intrusion modeling in 2014 and determined, using several conservative assumptions, that 6.2 ug/L of PCE in soil vapor did not present an excess Incremental Lifetime Cancer Risk (ILCR) or Hazard Index (HI) to human health.
- The depth to groundwater is in excess of 150 feet bgs, according to Lev LFR Levine-Fricke-Recon (LFR), who drilled a soil boring to 150 feet bgs in 2004 on the parcel which bounds the Site on the north.
- FREY performed an attenuation factor method calculation to evaluate the threat of PCE in soil vapor to groundwater. Based on the Regional Water Quality Control Board's (RWQCB's) attenuation method, the concentrations in soil vapor are well below concentrations of concern and do not present a threat to groundwater.
- The Conceptual Site Model indicates that exposure routes and migration pathways are incomplete for potential sensitive receptors.

Based on their investigations, FREY recommended that a no further action letter be issued for the Project Site. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or where such 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 closest public airports to the Project Site are the Burbank Airport and the Van Nuys Airport. However, neither airport is located within 2 miles of the Project Site. Additionally, the Project Site is not in an airport hazard area. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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 is not within the vicinity of a private airstrip and not within an area that would expose residents and workers to a safety hazard. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

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

The Project is located along Lankershim Boulevard, which is a selected disaster route as identified by the City's General Plan.[29] Development of the Project Site may require temporary, partial lane closures due to construction activities. Such closures would have potential to interfere with established emergency response or evacuation plans. However, any such closures would be temporary in nature and would be

29 City of Los Angeles, Department of City Planning, *General Plan, Safety Element* (1990), Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles.

coordinated with the City of Los Angeles Departments of Transportation (LADOT), Building and Safety, and Public Works. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[30] The Project Site is located in an urbanized area of the North Hollywood neighborhood and does not include wildlands or high fire hazard terrain. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

30 City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), http://www.zimas.lacity.org, accessed August 2015.

4.9 HYDROLOGY AND WATER QUALITY

Discussion

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

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

Construction Impacts

The three general sources of potential short-term, construction-related stormwater pollution associated with the Project are (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities, which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Project Site would continue to be collected on the site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City regulations, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased imperviousness of the site). City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of BMPs. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Additionally, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters inch of rainfall in a 24-hour period, which would reduce the Project's impact to the stormwater infrastructure. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Operation Impacts

The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first 3/4-inches of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of BMPs. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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)?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

Construction and operation of the Project would not require the use of groundwater and would thereby not deplete groundwater supplies. The Project Site is located within a developed urban area that primarily consists of pervious surfaces. The Project would drain into storm drains in the adjacent streets and would not percolate into the groundwater table beneath the Project Site, as a portion of it does now. While there would be a reduction in surface recharge, the reduction would not substantially change the ground water storage or groundwater elevation beneath the Project Site and surrounding areas. Impacts would be less than significant. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. Drainage patterns throughout the Project Site would remain similar to what currently exists in the area and no changes that would result in increases in erosion of siltation would occur. Implementation of the SWPPP, however, would reduce the amount of surface water runoff after storm events, as the Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inches of rainfall in a 24-hour period. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?*

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns, which would result in flooding on or off site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site. A Project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system.

The Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite no increased imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first 3/4-inches of rainfall in a 24-hour period. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

f. Would the project otherwise substantially degrade water quality?

No Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The Project does not include potential sources of contaminants that could potentially degrade water quality and would comply with all federal, State, and local regulations governing stormwater discharge. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located within a designated flood zone.[31] The Project would not place housing within a 100-year flood hazard area. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if the Project Site was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a urbanized area and no changes to the local drainage pattern would occur with implementation of the Project; therefore, the Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact could occur if the Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. According to the Safety Element of the City General Plan, the Project Site is not located within a potential inundation area. As such, 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. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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31 Federal Emergency Management Agency, Flood Map Service Center, http://msc.fema.gov/portal/

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

No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (e.g., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Proposed Project Site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project Site is relatively flat and surrounded by urban development; therefore, it does not contain any sources of mudflow. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

4.10 LAND USE AND PLANNING

Impact Analysis

a. Would the project physically divide an established community?

No Impact. A significant impact may occur if the Project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case- by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Project.

The Project Site is located within an urbanized area of the North Hollywood–Valley Village Community and is consistent with the existing physical arrangement of the properties within the vicinity of the site. No separation of uses or disruption of access between land use types would occur as a result of the Project. Implementation of the Project would not disrupt or divide the physical arrangement of the established community. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

SCAG Regional Comprehensive Plan. The Project Site is located within the six-county region that comprises the Southern California Association of Governments (SCAG) planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The guiding principles of the RCP are: (1) Improve mobility for all residents; (2) Foster livability in all communities; (3) Enable prosperity for all people; and (4) Promote sustainability for future generations. Relevant land use

goals of the RCP include focusing growth along transportation corridors; targeting growth within walking distance of transit; and injecting new life into under-used areas.

The Project would be consistent with policies set forth in the RCP because it would develop an underdeveloped site within an existing urban setting. The Proposed Project's location is within close proximity of an existing Metro station and close to numerous bus lines and a mix of land uses (including retail, housing, recreation, health care, employment, and public space).

City of Los Angeles General Plan. The land use component of the City of Los Angeles General Plan is set forth in the Framework Element and in Community Plans. The Framework sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services.[32] General Plan Framework land use policies are further guided at the community level through community plans and specific plans. The General Plan Framework Land Use chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts.

The Project Site is within an area designates as a Regional Center, which is defined as a "focal point of regional commerce, identity and activity and containing a diversity of uses." The Framework states that Regional Centers will have a range of FARs from 1.5:1 to 6.0:1 and are characterized by 6- to 20-story buildings. The Proposed Project would develop a 7-story building with an FAR of 3.8. A such, it conforms with the intended density of a Regional Center.

North Hollywood–Valley Village Community Plan. The Project Site is located within the North Hollywood–Valley Village Community.[33] The Community Plan goals and objectives include providing organized growth, a North Hollywood identity, and a full range of housing choices for employees and residents in the downtown area. As described in the Community Plan, the redevelopment area offers an opportunity to focus development with the intention of connecting the major centers of the City by a rapid transit network. Also, the Community Plan encourages the location of high-medium and medium density residential areas around the North Hollywood Business District and in the area surrounding the transit station. The Proposed Project, which would provide a mixed-use residential/retail development on

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32 City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan (2001)

33 City of Los Angeles, Department of City Planning, North Hollywood-Valley Village *Community Plan (1996)*.

an underutilized site directly across from the North Hollywood Metro station, would conform to the goals, objectives, and land uses identified in the Community Plan.

North Hollywood Community Redevelopment Plan. The Proposed Project is located within the North Hollywood Community Redevelopment Plan Area. The Redevelopment Plan identifies overall objectives including the elimination of blight in the community, introduction of around-the-clock activities, creation of a North Hollywood identity, and development of high density housing close to major employment centers. For the North Hollywood area, the Redevelopment Plan proposes the development of a mixed-use live/work community, consisting of a housing/commerce community featuring open space. The Project Site is specifically designated for Residential and Commercial uses in the Redevelopment Plan. The Proposed Project would conform to these planning objectives by creating high-density residential with complementary commercial space in an underutilized location.

Los Angeles Municipal Code. Development of the Project Site is subject to the constraints of the Los Angeles Municipal Code (LAMC), especially Chapter I, the Planning and Zoning Code. The Zoning Classification for the Project Site is C2-2D-CA. The C2 zone allows for multifamily residential and commercial retail land uses. The Proposed Project would be composed of multifamily residential uses and neighborhood-serving retail uses. Residential uses are permitted on lots zoned for C2 uses that are located within the North Hollywood–Valley Village Community Plan Area and the North Hollywood Community Redevelopment Project Area. Therefore, the uses would be consistent with the allowable land uses pursuant to the LAMC.

As described above, the Project is generally consistent with applicable land use policies. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed previously, no such plans presently exist that govern any portion of the Project Site. Further, the Project Site is located in an area that is already fully developed with commercial uses and is within a heavily urbanized area of Los Angeles. Therefore, the Proposed Project would not have the potential to cause such effects. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

4.11 MINERAL RESOURCES

Impact Analysis

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or Statewide significance, or is noted in the *Conservation Element* as being of local importance. The Project Site is not located within an MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[34] Nor does the zoning classification of the site include the supplemental use district suffix "O", used to indicate locations where oil drilling is permitted, or "G", used to indicate location where surface mining is permitted.[35] No impacts associated with the loss of availability of a known mineral resource would occur. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally important mineral resource, or if the development would convert an existing or future regionally important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally important mineral resource extraction. The Project Site is not located within an MRZ-2 Area.[36] The Project Site is not designated as a locally important

34 City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps (September 1996).
35 Los Angeles Municipal Code (LAMC), Supplemental Use Districts, Article 3, Section 13.00
36 City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps (September 1996).

mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

No Impact. As discussed above, the Proposed Project would have no impact on mineral resources. It is not known if any of the related projects would result in the loss of availability of known mineral resources. Regardless, the Proposed Project would not make an incremental contribution to potential cumulative impacts on mineral resources. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.12 NOISE

Impact Analysis

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 Impact with Project Mitigation. A significant impact could occur if a project would generate excess noise that would cause the ambient noise environment to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance).

Construction

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, noise from construction equipment within 500 feet of a residential zone exceeds 75 decibels (dB{A]) at a distance of 50 feet from the noise source. This noise limitation does not apply where compliance is technically infeasible. "Technically infeasible" means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. As defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site, noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at any nearby noise-sensitive use, would also normally result in a significant impact. The City of Los Angeles CEQA Thresholds Guide defines sensitive uses as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks."[37]

Construction of the Proposed Project would require the use of heavy equipment for site clearing, grading, excavation and foundation preparation, installation of utilities, paving, and building construction. There would be a different mix of equipment operating during each construction phase, and noise levels would vary based on the amount of equipment in operation and the location of each activity. Equipment is assumed to be typical for a residential building with underground parking and would include excavators, dozers, loaders, paving equipment, etc. It should be noted that increase in noise levels during construction of the Proposed Project would be temporary and intermittent in nature.

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37 City of Los Angeles, *L.A. CEQA Thresholds Guide* (2006), p. I.1-3.

The US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site is presented in **Table 4.12-1, Noise Range of Typical Construction Equipment**, and **Table 4.12-2, Typical Outdoor Construction Noise Levels**. The noise levels shown in **Table 4.12-2** represent composite noise levels associated with typical construction activities, which take into account both the number of pieces of heavy construction equipment that are typically used during each phase of construction. The typical equipment noise levels listed do not assume any mitigation or features other than standard mufflers.

To establish existing ambient noise levels, noise measurements were taken with a Larson Davis Model 831 sound level meter, which conforms to industry standards set forth in American National Standard Institute (ANSI) S1.4-1983 (R2001)—Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in Section 111.01(l) of the City of Los Angeles Municipal Code (LAMC) that the instruments be "Type S2A" standard instruments or better (See **Appendix E, Noise Background and Modeling Data**). This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, shown in **Figure 4.12-1, Noise Monitoring and Sensitive Receptor Map**, the microphone was placed at a height of approximately 5 feet above grade. The measured noise levels are shown in **Table 4.12-3, Existing Ambient Daytime Noise Levels in Project Site Vicinity**.

As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than 1 day would increase the ambient noise levels by 10 dB(A) or more at any off-site noise-sensitive location. The adjacent residential building to the north is the closest sensitive receptor. Comparing **Tables 4.12-2** and **4.12-3**, construction noise levels would exceed ambient noise levels by 10 dB(A) or more at the adjacent residential building.

The *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a 3-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with each of the proposed developments at the Project Site would last for more than 10 days in a 3-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dB(A) or more. Comparing Tables **4.12-2** and **4.12-3**, the ambient exterior noise levels at the nearest identified off-site sensitive receptors would be exceeded by 5 dB(A) or more.

Therefore, based on the criteria established in the LA CEQA Threshold Guide, a substantial temporary or periodic increase in ambient noise levels would occur at the identified off-site sensitive receptors.

Table 4.12-1
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dB(A) Leq at 50 Feet[a]
Front loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic impact equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete mixers	75–88
Concrete pumps	81–85
Back hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

Source: EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717 (1971).

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

Table 4.12-2
Typical Outdoor Construction Noise Levels

	Approximate Leq dB(A) with Mufflers			
Construction Phase	**25 Feet**	**50 Feet**	**100 Feet**	**200 Feet**
Demolition	92	86	80	74
Site Preparation	88	82	76	70
Grading	93	87	81	75
Building Construction	94	88	82	76
Architectural Coating	88	82	76	70

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0 (August 2006).

SOURCE: Google Earth - 2016; Meridian Consultants - January 2016

FIGURE **4.12-1**

Meridian Consultants

Noise Monitoring and Sensitive Receptor Map

109-001-15

Table 4.12-3
Existing Ambient Daytime Noise Levels in Project Site Vicinity

Site	Location	Primary Noise Source	Leq (15-minute)
Site 1	Corner of Lankershim Boulevard and Chandler Boulevard	Traffic noise along Lankershim Boulevard and Chandler Boulevard	67.0
Site 2	Corner of Chandler Boulevard and Tujunga Avenue	Traffic noise along Chandler Boulevard and Tujunga Avenue	66.8
Site 3	Corner of Tujunga Avenue and Cumpston Street	Traffic noise along Tujunga Avenue and Cumpston Street, pedestrian activity along Cumpston Street	64.8
Site 4	Alley way immediately north of the Project site	Pedestrian activity along alley	54.4
Site 5	Corner of Lankershim Boulevard and Cumpston Street	Traffic noise along Lankershim Boulevard and Cumpston Street, parking lot activity	68.9

*Notes: Refer to **Appendix D** for raw data.*

Measurements were taken on Tuesday, February 2, 2016 from 11:00 AM through 12:25 PM.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Nonetheless, the Project's construction noise impacts would be potentially significant.

Mitigation Measures: The incorporation of the following mitigation measures into the Project would reduce impacts to a less than significant level.

MM NOI-1 **Increased Noise Levels (Demolition, Grading and Construction Activities)**

- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Project shall comply with Section 41.40 of the Los Angeles Municipal Code, which limits allowable construction and demolition to the hours of 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generation construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.

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

Less than Significant with Project Mitigation. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil. This effect is referred to as ground-borne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Construction activities for the Proposed Project have the potential to generate low levels of ground-borne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (e.g.., building damage) and populations (i.e., annoyance).

The City of Los Angeles has not adopted policies or guidelines relative to construction-related ground-borne vibration impacts on buildings. 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 ground-borne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (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 the FTA and Caltrans criteria, construction impacts relative to ground-borne vibration would be considered significant if the following were to occur:[38]

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.5 inches per second (ips) at any building that is constructed with reinforced concrete, steel, or timber.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.3 ips at any engineered concrete and masonry buildings.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for ground-borne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, such as schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table 4.12-4, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 4.12-4,** vibration velocities could range from 0.003 to 0.089 ips 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.

As shown in **Table 4.12-4**, at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

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38 Federal Transit Administration, Transit Noise and Vibration Impact Assessment (May 2006); and California Department of Transportation, Transportation- and Construction-Induced Vibration Guidance Manual (June 2004).

Table 4.12-4
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 Truck	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, *Transit Noise and Vibration Impact Assessment,* Final Report (2006).

There are no known historic or otherwise vibration-sensitive structures within 25 feet of the Project Site. As shown in **Table 4.12-4**, at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during construction, the multifamily residential uses located in the vicinity of the Project Site could be exposed to increased vibration levels. The closest residences are more than 25 feet but less than 50 feet from the edge of the Project Site. **C**onstruction- generated vibration levels experienced could be get close to the 80 VdB threshold. However, mitigation measure **MM NOI-1**, described above, would also serve to reduce construction-related vibration levels to less than significant level.

Operations

The Proposed Project would not involve the use of stationary equipment that would result in high vibration levels nor would it result in the increased use of heavy-duty vehicles on the public roadways. While refuse trucks may be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. Impacts would be less than significant.

Mitigation Measures: The mitigation measure identified previously, in subsection 4.12(a), would reduce potential construction vibration impacts to a less than significant level.

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 Impact. A significant impact could occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project could have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in **Table 4.12-5, Community Noise Exposure Levels (CNEL)**, to increase by 3 dB(A) in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dB(A) or greater noise increase.

Traffic Noise

To achieve a 3 dB(A) CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant. As shown in the Traffic Study include in the Appendices of this Initial Study, the Proposed Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site, and therefore would not have the potential to increase roadway noise levels by 3 dB(A). Traffic-generated noise impacts would be considered less than significant.

Stationary Noise Sources

The new residences constructed as part of the Project would include exterior mechanical equipment such as heating, ventilation, and air conditioning (HVAC) units and exhaust fans. Although the operation of this equipment would generate noise, the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dB. On-site equipment would be designed such that they would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby uses. The use of residential HVAC equipment would not create a substantial impact to the ambient noise levels at the residential community such that the resulting noise would exceed the acceptable noise standards. As such, potential impacts related to stationary noise sources would be less than significant.

Table 4.12-5
Community Noise Exposure Levels (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
Multifamily 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, and 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 on 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 necessary noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Sources: 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).

Parking Garage Noise

Sources of noise within the parking levels would include engines accelerating, doors slamming, car alarms, and people talking. As the subterranean parking levels serving the Project would be underground or enclosed, noise generated at these levels would likely be imperceptible at ground level locations on and adjacent to the Project Site. Additionally, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Impacts would be less than significant.

***Mitigation Measures**: No mitigation measures are necessary.*

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 Project Mitigation. As discussed above, in subsection 4.12(a), substantial increases in ambient noise levels are likely during construction.

Mitigation Measures: Mitigation measures have been identified above, in subsection 4.12(a), that would reduce potential construction noise impacts to a less than significant level.

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. A significant impact could occur if a Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of a project site. The closest airport, Bob Hope Airport, is located approximately 1.879 miles northwest of the Project Site. The Project Site is not within any airport land use plan or airport hazard zone. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is not located in the vicinity of a private airstrip. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in construction- and traffic-related noise in an urbanized area of the City of Los Angeles. However, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized and are not close enough together to have a cumulative effect. Thus, the cumulative impact associated with noise would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.13 POPULATION AND HOUSING

Impact Analysis

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. A significant impact could occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude.

SCAG forecasts that the population in the City of Los Angeles will increase to 3.99 million persons by 2020 and 4.32 million persons by 2035. As shown in **Table 4.13-1, SCAG's 2012-2035Regional Transportation Plan Growth Forecast for the City of Los Angeles**, the forecast from 2020 through 2035 projects growth of 328,900 additional persons, which yields a 8.24% percent growth rate, over fifteen years.

Based on the community's current household demographics (e.g., an average of 2.69 persons per household for the North Hollywood–Valley Village area), the construction of 127 additional residential units on the Project Site would result in an increase in approximately 342 residents in the City of Los Angeles.[39] The expected increase in housing units and population represents a small increment of the SCAG forecast of additional households and people in the City of Los Angeles.[40]

Mitigation Measures: No mitigation measures are necessary.

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39 City of Los Angeles, Department of City Planning, Demographic Research Unit, "Statistical Information, Local Population and Housing Estimates," http://cityplanning.lacity.org/DRU/HomeLocl.cfm.

40 SCAG, 2012 Regional Transportation Plan Update (adopted April 2012).

Table 4.13-1
SCAG's 2012-2035 Regional Transportation Plan Growth Forecast for the City of Los Angeles

Projection Year	Population	Household	Person/Household
2020	3,991,700	1,455,700	2.74
2035	4,320,600	1,626,600	2.66
Net Change from 2020 to 2035	**328,900**	**170,900**	
Percent Change	8.24%	11.74%	

Source: SCAG, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (adopted 2016).

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

No Impact. A significant impact could occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of development of new housing on a site that is currently occupied by non-residential uses. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Proposed Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by a 1-story commercial building and a surface parking lot. No people would be displaced. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The related projects would introduce additional residential uses to the surrounding area. While this represents growth in the portion of Los Angeles surrounding the Project Site, the cumulative effect of these projects is not expected to that exceed projected/planned growth levels. As stated above, the Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth with residences that are close to existing employment centers and mass transit. As such, the Project would not considerably contribute to a significant population growth cumulative impact. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.14 PUBLIC SERVICES

Impact Analysis

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

Less than Significant Impacts. Based on the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use, the distance is 1 mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Proposed Project could potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 60 located at 5320 Tujunga Avenue, approximately 0.1 mile southwest of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 60 to the Project Site, fire protection response would be considered adequate and the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility would not be necessary to maintain service. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

ii. Police protection.

Less than Significant with Impacts. A significant impact could occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without constructing a new or physically altered station, the construction of which may cause significant environmental impacts.

The Project Site is located in the North Hollywood Area division of the LAPD's Valley Bureau. The North Hollywood Area is approximately 25 square miles and includes the communities of Cahuenga Pass, North

Hollywood, Studio City, Sun Valley, Toluca Lake, Toluca Woods, Universal City, Valley Glen, Valley Village, and West Toluca. The North Hollywood Area is served by the North Hollywood Community Police Station, a 30,000-square-foot facility located at 11640 Burbank Boulevard, less than a mile from the Project Site.

Implementation of the Proposed Project would result in an increase of site visitors, residents, and employees within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would implement principles of the City of Los Angeles Crime Prevention through *Crime Prevention Through Environmental Design (CPTED) Guidelines*. Specifically, the Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include nighttime security lighting and secure parking facilities. In addition, the continuous visible and nonvisible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Proposed Project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive. In light of these features and the relative proximity of the North Hollywood Community Police Station, it is anticipated that any increase in demands upon police services would be relatively low and not necessitate the construction of new police facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iii. Schools

Less than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project build out compared to the expected level of service available. (Consider, as applicable, scheduled improvements to LAUSD services [facilities, equipment, and personnel] and the project's proportional contribution to the demand.) (c) Whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round

sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: Lankershim Elementary School, located at 5250 Bakman Avenue, which serves kindergarten through 5th grade students; Walter Reed Middle School, located at 4525 Irvine Avenue, which serves 6th through 8th grade students; and North Hollywood Senior High School, located at 5231 Colfax Avenue, which serves 9th through 12th grade students.

As shown in **Table 4.14-1, Proposed Project Estimated Student Generation,** the Proposed Project would generate approximately 26 elementary students, 13 middle school students, and 13 high school students, for a total of approximately 52 students. It is likely that some of the students generated by the Proposed Project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. The Project Applicant will be required to pay mandatory developer fees pursuant to California Education Code, Section 17620(a)(1) to offset the Proposed Project's demands on local schools. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.14-1
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multifamily residences[a]	127 du	26	13	13	**52**
Commercial[b]	13,791 sq. ft.	0.22	0.1	0.1	**0.42**
	Total	**26**	**13**	**13**	**52**

Source: Los Angeles Unified School District, School Fee Justification Study (September 2002).
Note: du = dwelling unit; sq. ft. = square feet.

[a] *Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit.*

[b] *Student generation rates are as follows for commercial uses: 0.0149 elementary, 0.0069 middle, and 0.0067 high school students per 1,000 square feet.*

iv. Parks

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project build out compared to the expected level of service available. (Consider, as applicable, scheduled improvements to recreation and park services [renovation, expansion, or addition] and the project's proportional contribution to the demand.) (c) And whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the Proposed Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.[41] The standard ratio of neighborhood and community parks to population is 4 acres per 1,000 residents within a 1- to 2-mile radius (for neighborhood and community parks, respectively). The Project Site is located within a highly urbanized area of the North Hollywood community and, as shown in **Table 4.14-2, Recreation and Park Facilities within the Project Area,** has access to seven parkland and public recreation facilities within a 2-mile radius. It is estimated that the development of the Proposed Project would result in an increase of 342 new residents to the North Hollywood–Valley Village Community Plan Area.

41 City of Los Angeles, Department of City Planning, *General Plan, Service Systems Element*.

Table 4.14-2
Recreation and Park Facilities within the Project Area

Park Name	Park Amenities	Distance to Project Site (miles)
North Hollywood Park	Auditorium, baseball fields, basketball courts, children's play area, handball courts, indoor gym, picnic tables, seasonal pool, and tennis courts.	0.19
Whitnall Off-Leash Dog Park	Tables, drinking fountains, and portable restroom facility.	1.0
Victory Vineland Park	Auditorium, children's play area, basketball courts, and tennis courts	1.24
Woodbridge Park	Children's play area and picnic tables	1.3
Victory Vineland Recreation Center	Gymnasium/auditorium, basketball courts, children's play area, indoor gym, tennis courts	1.34
Moorpark Park	Children's play area and picnic tables	1.66
North Weddington Park	Auditorium, barbeque pits, baseball fields, basketball courts, children's play area, community room, handball courts, indoor gym, picnic tables, and volleyball courts.	1.73

Source: City of Los Angeles Department of Recreation of Parks, Location Map, http://raponline.lacity.org/maplocator.

Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a need for approximately 1.37 acres of public parkland. This demand would be met through a combination of (1) on-site open space proposed within the Project, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. Based on the proposed number and mix of units, approximately 13,875 square feet of open space would be required by the LAMC. After the 20% deduction for inclusionary housing that is one of the Project approval actions, the required open space would be 11,100 square feet. A total of 11,134 square feet of open space is proposed as part of the Project. Any additional demand would be met through the payment of applicable taxes or fees in accordance with LAMC Section 17.12(a) or 17.58. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

v. Other public services

Less than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide,* the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project build out compared to the expected level of service available. (Consider, as applicable, scheduled improvements to existing library services [renovation, expansion, addition or relocation] and the project's proportional contribution to the demand.) (c) And whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, 7 regional branch libraries, 56 community branches, and 2 bookmobile units consisting of a total of 5 individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include the North Hollywood Regional Library, located at 5211 Tujunga Avenue, approximately 0.25 mile northwest of the Project Site; the Studio City Branch Library, located at 12511 Moorpark Street, approximately 2.0 miles southwest of the Project Site; and the Valley Plaza Branch Library located at 12311 Vanowen Street, approximately 2.2 miles north of the Project Site. These branch libraries currently meet the library demands of the surrounding community and would be able to meet the Proposed Project's demand for library services. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The related projects would generate cumulative demand upon public services. However related projects would be required to pay applicable school developer fees, pursuant to *California Education Code*, Section 17620(a)(1), as well as applicable Quimby fees and/or the City's Dwelling Unit Construction Tax pursuant to LAMC Section 21.10.3(a)(1), and other taxes that support public services. The Proposed Project is in close response distance to existing facilities and is within the growth expectation of the community. As such, the Proposed Project would not make a considerable contribution to cumulative impacts that could result in the need for new facilities to be built. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.15 RECREATION

Impact Analysis

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. A significant impact could occur if a project includes substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project build out compared to the expected level of service available. (Consider, as applicable, scheduled improvements to recreation and park services [renovation, expansion, or addition] and the project's proportional contribution to the demand.) (c) And whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Project includes on-site recreational amenities intended to serve some of the needs of the residents as well as publically accessible walkway areas. Notwithstanding the availability of on-site recreational amenities, it may be assumed that the future occupants of the Project would utilize recreation and park facilities in the surrounding area. As noted in **Table 4.14-2**, there are seven existing parks and recreation centers located within a mile of the Project Area that are available to serve the future residents to the Project Site. However, the size of the expected residential population of the Proposed Project would not substantially increase the population served by these existing neighborhood and regional parks. As such, the Project is not expected to cause substantial physical deterioration of these facilities. As stated previously, the Project would also contribute to applicable park fees in accordance with LAMC Section 17.12(a) or 17.58. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than Significant Impact. A significant impact could occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The open space amenities of the Proposed Project would not in themselves have an adverse physical effect on the environment and no new offsite recreational facilities are required as a result of the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. To meet this increased demand, the City may have to improve recreational facilities. However, no adverse physical effect on the environment is anticipated as a result of the City so doing. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.16 TRANSPORTATION AND TRAFFIC

Impact Analysis

The following section summarizes and incorporates by reference information from the *Traffic Impact Assessment Mixed Use Development,* dated January 2016 (*Traffic Study*) and prepared by Overland Traffic Consultants, Inc.[42] and the review of that assessment dated February 24, 2016 by the City of Los Angeles Department of Transportation.[43] The Traffic Study is included as **Appendix E** of this Initial Study.

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 Impact. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios or experiences increased traffic congestion exceeding LADOT's recommended level of service.

Operational Traffic

A total of six study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in the *Traffic Study* and correspond to locations where potential traffic impacts from the Proposed Project are most likely to occur. The intersections identified for analysis are as follows:

1. Lankershim Boulevard and Burbank Boulevard
2. Tujunga Avenue and Chandler Boulevard (north)
3. Lankershim Boulevard and Chandler Boulevard (north)
4. Tujunga Avenue and Chandler Boulevard (south)
5. Lankershim Boulevard and Chandler Boulevard (south)
6. Lankershim Boulevard and Magnolia Boulevard

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42 Overland Traffic Consultants, Inc., *Traffic Impact Assessment Mixed Use Development* (January 2016).
43 City of Los Angeles Department of Transportation, *Inter-Departmental Correspondence,* February 24, 2016

Estimated Trip Generation

The Proposed Project includes 127 dwelling units with approximately 13,176 square feet of ground level commercial space. Trip generation estimates for the Proposed Project were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). **Table 4.16-1, Trip Generation Rates—Daily Trips,** summarizes traffic volumes generated by the Project by applying trip rates. **Table 4.16-2, Trip Generation Estimates,** summarizes the trip generation estimates for the daily AM peak hour and PM peak hour periods, respectively.

As shown in **Table 4.16-2**, the Proposed Project would generate 882 weekday trips, including 57 morning peak-hour trips and 82 afternoon peak-hour trips for a net traffic increase of 45 morning peak-hour trips and 63 afternoon peak-hour trips.

Project Impacts

Table 4.16-3, Existing with Project Conditions—Intersection Level of Service AM/PM Peak Hours, summarizes the level of service for the existing with Project conditions at the analyzed intersections for the AM and PM peak hours, respectively. The analysis summarized in **Table-4.16-3** indicates that for the AM/PM peak hour, the addition of Proposed Project traffic would not cause the level of service (LOS) to change at any of the study intersections and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. Therefore, it is concluded that the Proposed Project would not cause any significant traffic impacts in either the AM or PM peak hours.

Project Driveways—Existing with Project Impacts

All six study intersections are projected to operate at LOS D or better under Existing with Project conditions during both the morning and afternoon peak hours. The Existing with Project conditions were compared to the existing conditions to assess the impacts of the Project. Based on the LADOT significance criteria, the Project is not anticipated to result in a significant impact at any of the six study intersections under Existing with Project conditions.

Table 4.16-1
Trip Generation Rates—Daily Trips

Land Use	Size	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Apartments (ITE 220)	Per du	6.65	20%	80%	0.51	65%	35%	0.62
Shopping Center (ITE 820)	Per 1,000 sq. ft.	42.7	62%	38%	0.96	52%	48%	3.71
Office (ITE 710)	Per 1,000 sq. ft.	11.03	88%	12%	1.56	17%	83%	1.49

Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. (2012).
Note: Refer to Traffic Study in **Appendix E.**
du: dwelling units; *sq. ft.: square feet.*

Table 4.16-2
Trip Generation Estimates

Land Use	Size	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Apartments	127 du	845	13	52	65	51	28	79
Less Transit/Bike/Walk-In	25%	(211)	(3)	(13)	(16)	(13)	(7)	(20)
Shopping Center	14,500 sq. ft.	619	9	5	14	26	28	54
Less Transit/Walk-In Use	25%	(155)	(2)	(1)	(3)	(6)	(7)	(13)
Less Pass-by	50%	(232)	(3)	(2)	(5)	(10)	(10)	(20)
Office	1,918 sq. ft.	21	3	0	3	1	2	3
Less Transit/Walk-In Use	25%	(5)	(1)	(0)	(1)	(0)	(1)	(1)
Total		**882**	**16**	**41**	**57**	**49**	**33**	**82**
Less Existing Rental Car Use	1,027 sq. ft.	n/a	5	7	12	14	5	19
Net Traffic		**n/a**	**11**	**34**	**45**	**35**	**28**	**63**

Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. (2012).
Note: Refer to Traffic Study in **Appendix E.**
du: dwelling units; *sq. ft.: square feet.*

Table 4.16-3
Existing with Project Conditions—Intersection Level of Service AM/PM Peak Hours

No.	Intersection	Peak Hour	Existing		Existing with Project		Change in CMA	Significant Impact?
			CMA	LOS	CMA	LOS		
1	Lankershim Blvd. & Burbank Blvd.	AM	0.876	D	0.877	D	+0.001	No
		PM	0.796	C	0.802	D	+0.006	No
2	Tujunga Ave. & Chandler Blvd. (NB)	AM	0.371	A	0.378	A	+0.007	No
		PM	0.368	A	0.375	A	+0.007	No
3	Lankershim Blvd. & Chandler Blvd. (NB)	AM	0.367	A	0.377	A	+0.010	No
		PM	0.243	A	0.243	A	+0.000	No
4	Tujunga Ave. & Chandler Blvd. (SB)	AM	0.419	A	0.427	A	+0.008	No
		PM	0.330	A	0.334	A	+0.004	No
5	Lankershim Blvd. & Chandler Blvd. (SB)	AM	0.547	A	0.550	A	+0.003	No
		PM	0.512	A	0.518	A	+0.006	No
6	Lankershim Blvd. & Magnolia Blvd.	AM	0.683	B	0.685	B	+0.002	No
		PM	0.652	B	0.655	B	+0.003	No

Source: Overland Traffic Consultants, Inc. (January 2016)

Note: Note: Refer to Traffic Study in **Appendix E.**

NB = northbound; SB = southbound; LOS = level of service; CMA = Critical Movement Analysis

Future with Project Intersection Level of Service

Table 4.16-4, Future without and with Project Conditions—Intersection Level of Service AM/PM Peak Hours, summarizes the results of the future with Project conditions intersections analysis during the weekday morning and afternoon peak hours. As shown in **Table 4.16-4**, four of the six study intersections are projected to operate at LOS D or better during both weekday morning and afternoon peak hours. Intersection 1 at Lankershim Boulevard and Burbank Boulevard is projected to operate at LOS F during both the morning peak hour and the afternoon peak hour. In addition, intersection 6 at Lankershim Boulevard and Magnolia Boulevard is projected to operate at LOS E during the both the morning and afternoon peak hour. The future with Project conditions were compared to the future without Project conditions to assess the impacts of the Project as compared to the future environment without development of the Project. Based on LADOT significant criteria, the change in traffic flow generated by the Project when compared to without Project conditions is not anticipated to result in a significant impact at any of the six study intersections under future with Project conditions.

Table 4.16-4
Future without and with Project Conditions—Intersection Level of Service AM/PM Peak Hours

No.	Intersection	Peak Hour	Future without Project CMA	Future without Project LOS	Future with Project CMA	Future with Project LOS	Change in V/C	Significant Impact?
1	Lankershim Blvd. &	AM	1.283	D	1.285	F	+0.002	No
	Burbank Blvd.	PM	1.218	C	1.223	F	+0.005	No
2	Tujunga Ave. &	AM	0.553	A	0.559	A	+0.006	No
	Chandler Blvd. (NB)	PM	0.474	A	0.480	A	+0.006	No
3	Lankershim Blvd. &	AM	0.517	A	0.528	A	+0.011	No
	Chandler Blvd. (NB)	PM	0.416	A	0.416	A	+0.000	No
4	Tujunga Ave. &	AM	0.582	A	0.590	A	+0.008	No
	Chandler Blvd. (SB)	PM	0.435	A	0.442	A	+0.007	No
5	Lankershim Blvd. &	AM	0.622	A	0.624	B	+0.002	No
	Chandler Blvd. (SB)	PM	0.614	A	0.620	B	+0.006	No
6	Lankershim Blvd. &	AM	0.995	B	0.997	E	+0.002	No
	Magnolia Blvd.	PM	0.958	B	0.961	E	+0.003	No

Source: Overland Traffic Consultants, Inc. (August 2015)

Note: Refer to Traffic Study in **Appendix E.**

NB = northbound; SB = southbound; LOS = level of service; CMA = Critical Movement Analysis

Construction—Traffic

The Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Project. The addition of these vehicles into the street system would contribute to increased traffic in the Project vicinity. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersection. In addition, any truck trips would be limited to the length of time required for the Proposed Project's construction. As part of the permitting process for construction that would impact public right of way, LADOT recommends a construction worksite traffic control plan be submitted for review and approval. The plan must show the location of any roadways or sidewalk closures, traffic detours, hours of operation, protective devices, warning signs, and access to abutting properties. DOT also recommends that all construction-related traffic be restricted to off-peak hours. Therefore, it is not anticipated to contribute to a significant increase in overall congestion.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The Los Angeles County *Congestion Management Plan (CMP)* requires that, when a Traffic Impact Assessment (TIA) is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.

The *CMP Guidelines* state that a *CMP* freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a *CMP* arterial monitoring station analysis must be conducted if 50 or more peak-hour project trips are added to a *CMP* arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic.

A significant project-related *CMP* impact would be identified if the *CMP* facility is projected to operate at LOS F (V/C >1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

The Project is located approximately 0.5 miles northeast from the Hollywood Freeway on/off ramps at Magnolia Boulevard. It is estimated that approximately five peak-hour trips would be on any directional freeway segment or freeway ramp, less than the City of Los Angeles and Caltrans District C freeway ramp screening criteria of 15 peak-hour trips. Therefore, no additional freeway or CMP analysis is necessary. An analysis is also required at all CMP monitoring intersection where a project would add 50 or more peak hour trips. As shown in the Traffic Study in **Appendix E**, fewer than 50 peak hour project trips would pass through the CMP monitoring intersections, and no additional CMP analysis is necessary. Thus, the Project's *CMP* arterial impacts are considered to be less than significant.

An analysis of potential Project impacts on the transit system was also performed, per the *CMP* requirements and guidelines. The *CMP* provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 to estimate the number of person-trips to and from the Project.

The Proposed Project is estimated to generate approximately 45 morning peak-hour trips and 63 afternoon peak-hour trips. Assuming an AVO of 1.4, the Project would generate 63 morning peak-hour person trips and 88 afternoon peak-hour person trips. Using the 15 percent mode split suggested in the *CMP*, the Proposed Project would generate approximately 9 transit trips during the weekday morning peak hour and 13 transit trips during the weekday afternoon peak hour.

The *CMP Guidelines* estimate that approximately 15 percent of total Project person-trips may use public transit to travel to and from the site if the site is located within 0.25 miles of a *CMP* transit center. The North Hollywood Red Line station is approximately 0.03 miles from the Project Site. In addition, the Project location is well served by numerous bus routes. With multiple public transportation opportunities within the Project vicinity including bus routes and metro lines, the existing transit service in the Project vicinity will adequately accommodate the new transit trips generated by the Project. Thus, based on the calculated number of generated transit trips, impacts to the existing or future regional transit system in the vicinity of the Project Site are not anticipated to be significant.

Mitigation Measures: No mitigation measures are necessary.

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 Proposed Project does not involve aviation-related uses nor would it influence or change existing flight paths. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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)?*

Less than Significant Impact. A significant impact could occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. The Proposed Project will include new vehicular access driveways to the Project Site, which would be properly designed and constructed to ensure the safety of pedestrian circulation in the Project area. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if a project design would not provide emergency access meeting the requirements of the LAFD or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

As previously discussed, the Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access points, driveways, and parking areas would remain accessible to emergency service vehicles. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. For the purpose of this Initial Study, a significant impact could occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on or off site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any Class I or Class II bikeway systems. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The traffic analysis discussed above incorporated the expected traffic from related projects into the future conditions. The impacts of the Proposed Project were not found to make a significant contribution to cumulative traffic conditions. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.17 UTILITIES AND SERVICE SYSTEMS

Impact Analysis

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

Less than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable RWQCB. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information that may be required by the appropriate RWQCB. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

Currently, wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP), a public facility subject to the State's wastewater treatment requirements. Wastewater from the Project would continue to be conveyed through City sewage infrastructure to Hyperion. Though the Project would generate wastewater flows not currently generated on site, pollutant loads would be typical of urban wastewater already processed by the Hyperion Treatment Plant. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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. A significant impact could occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project build out; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and 8 storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by the LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.

As shown in **Table 4.17-1, Estimated Project Water Demand**, the Proposed Project would generate a demand for approximately 9,311 gallons per day (gpd) of potable water. In accordance with the *L.A. CEQA Thresholds Guide*, the estimated water demand was based on 120 percent of the sewerage generation factors for residential and commercial categories. The estimate was then adjusted to reflect the 20 percent water conservation mandate pursuant to the LA Green Building Code. The LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. Consequently, based on the estimates provided in **Table 4.17-1,** implementation of the Proposed Project is not expected to measurably reduce the LAAFP's capacity and no new or expanded water treatment facilities would be required.

The required minimum fire flow for the development is estimated to be approximately 4,000 gpm based on the Proposed Project's scale and density. The existing fire hydrants located along Lankershim Boulevard and Chandler Boulevard are adequate for fire flow needs for the Proposed Project; no new public fire hydrant installations are anticipated for the Proposed Project.

In the event that any further water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements infrastructure would be limited to the immediate Project vicinity. Potential impacts resulting from water improvements would be less than significant.

Table 4.17-1
Estimated Project Water Demand

Type of Use	Size of Use	Demand Factor[a]	Daily Demand (gpd)
Residential Units	127 units	80 gal/unit/day	10,160
Less 20% per LA Green Building Code			*2,032*
Net Water Demand			***8,128***
Commercial Uses	14,791 sq. ft.	100/1,000 sq. ft.	1,479
Less 20% per LA Green Building Code			*296*
Net Water Demand			***1,183***
Proposed Water Demand Total			**9,311**

Notes:
gpd = gallons per day; afy = acre-feet per year; sfd = single-family dwelling

[a] *Proposed indoor water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential and Commercial Categories (2012), available at http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf; 125 percent sewage generation loading factor.*

Wastewater Treatment Facilities and Existing Infrastructure

Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the HTP. Over the past seven years, average daily flow treated by Hyperion has been less than 350mgd; HTP has the capacity to treat 450 mgd.[44] This indicates a remaining capacity of over 100 mgd of wastewater at HTP. As shown in **Table 4.17-2, Proposed Project Estimated Wastewater Generation**, the Proposed Project would generate approximately 7,448 gpd of wastewater, representing a fraction of less than 1 percent of the available capacity.

44 One Water LA Wastewater System Fact Sheet, November 2014.

Table 4.17-2
Proposed Project Estimated Wastewater Generation

Type of Use	Size of Use	Demand Factor[a]	Daily Demand (gpd)
Residential Units	127 units	64 gal/unit/day	8,128
Less 20% per LA Green Building Code			*1,626*
Net Water Demand			***6,502***
Commercial Uses	14,791 sq. ft.	80/1,000 sq. ft.	1,183
Less 20% per LA Green Building Code			*237*
Net Water Demand			***946***
Total Project Wastewater Generation			**7,448**

Notes: gpd = gallons per day; afy = acre-feet per year; sfd = single-family dwelling

[a] *Proposed indoor water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential and Commercial Categories (2012), available at http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf.*

In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated sewer flows were based on the sewerage generation factors for residential and commercial categories.[45] The estimate was then adjusted to reflect the 20 percent water conservation mandate pursuant to the LA Green Building Code. The LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. As stated previously, HTP has a remaining capacity of over 100 mgd and therefore would have adequate capacity to serve the Proposed Project.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

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. A significant impact could occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described previously, in subsection 4.9 Hydrology and Water Quality, the Proposed Project would not result in a significant increase in site runoff, or any

45 City of Los Angeles Department of Public Works, "Sewage Generation Factor for Residential and Commercial Categories" (2012), http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf.

changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be collected on the site and directed toward existing storm drains in the Project vicinity. The Proposed Project will be required to demonstrate compliance with LID Ordinance standards and retain or treat the first 0.75-inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the parking area would be reduced under the Proposed Project. The Proposed Project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project build out; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water during dry seasons would be 2,236,000 acre-feet per year (afy) for 2015 and 2,188,000 afy for 2020.[46]

As shown in **Table 4.17-1,** the Proposed Project's net increase for water demand would be 9,231 gpd, or 10.3 afy. The Proposed Project's net increase for water demand would represent less than 0.1 percent of the City's total demand. In addition, pursuant to LAMC, Section 122.03(a), the Proposed Project is required to utilize water-saving devices including, but not limited to, urinals equipped with flush-o-meter valves, which flush with a maximum of 1.28 gallons. The Proposed Project would also comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures for landscaped areas. Impacts would be less than significant.

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46 City of Los Angeles, Department of Public Works, *City of Los Angeles Urban Water Management Plan* (2011).

Mitigation Measures: No mitigation measures are necessary.

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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where and a time when a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in **Section 4.17(b)**, the sewage flow will ultimately be conveyed to the HTP, which as noted previously has sufficient capacity for the Proposed Project. Impacts would less than significant.

Mitigation Measures: Mitigation measures are not required.

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. A significant impact could occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both

public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion. As of December 2014, the total available capacity of the ten permitted landfills within Los Angeles County was 112 million tons, with a reported 2014 annual disposal of 4.5 million tons.[47]

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The solid waste disposal needs would be directed to the local recycling facilities and landfills described previously. Based on a gross development size of 102,422 square feet of residential and amenity floor area, and a standard waste generation rate of 4.38 pounds/square foot, it is estimated that the construction of the Proposed Project would generate approximately 224.3 tons of debris during the construction process.[48]

As shown in **Table 4.17-3, Expected Operational Solid Waste Generation,** the Proposed Project's net generation during the operational life of the Proposed Project would be 591 pounds per day. This estimate is conservative as it does not factor in recycling or waste diversion programs. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

47 County of Los Angeles, Department of Public Works, *2014 Annual Report, Los Angeles Countywide Integrated Waste Management Plan* (December 2015).

48 United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, *Estimating 2003 Building-Related Construction and Demolition Materials Amount*, p. 8 (March 2009), http://www.epa.gov/epawaste/conserve/imr/cdm/pubs/cd-meas.pdf.

Table 4.17-3
Expected Operational Solid Waste Generation

Type of Use	Size	Waste Generation Rate[a] (lbs./unit/day)	Total Solid Waste Generated (lbs./day)
Residential Units	127 du	4 lbs./du/day	508
Commercial Uses	14,791 sq. ft.	0.006 lbs./sq. ft./day	89
Total Project Waste Generation			**597**

Notes: du = dwelling unit; *sq. ft. =square feet.*
a City of Los Angeles Bureau of Sanitation, Solid Waste Generation (1981). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

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

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential mixed-use building and retail commercial uses. The Proposed Project's solid waste would be handled by private waste collection services. Private waste haulers operating with the city of Los Angeles must obtain an AB 939 Compliance Permit, indicated compliance with applicable regulations related to solid waste.[49] Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The related projects would increase regional utility demands. As previously stated, the water, wastewater and solid waste demand resulting from the Proposed Project would be within the capacity of the utility systems. Furthermore, the Project is within the growth projections and growth policies of SCAG and the City of Los Angeles. As such, the Project would not result in cumulatively considerable impacts. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

49 City of Los Angeles Bureau of Sanitation, *Waste Hauler Permit Program*

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Impact Analysis

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?

No Impact. A significant impact could occur if the Proposed Project would have an identified potentially significant impact for any of the issues cited. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less than significant cultural resource impacts provided the regulatory compliance measures listed previously are followed. As such, the Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or prehistory. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

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. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, GHG emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant with Project Mitigation. As discussed in the preceding sections, the Proposed Project has the potential to result in significant impacts, though these impacts would be reduced to less than significant levels through the implementation of applicable mitigation measures.

Mitigation Measures: Applicable mitigation measures stated in **Sections 4.1** through **4.17** would be implemented.

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