

# CITY OF LOS ANGELES CALIFORNIA



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

DEPARTMENT OF  
**CITY PLANNING**  
COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

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PRESIDENT

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DANA M. PERLMAN  
RENEE DAKE WILSON

## Hermon Land Use Designation and Zone Correction

Case Number: ENV-2021-8629-ND

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**Project Location:** 5715, 5800, 5806, 5808, 5810, 5810 ½, 5812, and 5814 N. Monterey Rd; 5321 E. Via Marisol; 456 and 460 E. Wheeling Way; Los Angeles, California, 90042

**Community Plan Area:** Northeast Los Angeles

**Council District:** 14 – Kevin de León

**Project Description:** The City of Los Angeles is proposing: 1) a General Plan Amendment to amend the Northeast Los Angeles Community Plan to re-designate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and 2) a Zone Change from RD1.5-1 to [Q]C4-1VL. The proposed action is in response to Council Motion CF 20-1426, which requests that the General Plan Land Use and Zoning of these properties be corrected to better reflect existing built conditions and to facilitate reuse of the existing commercial buildings in the Hermon neighborhood. The proposed General Plan Amendment and Zone Change does not involve the demolition, remodel, construction, or alteration of any structures, public facilities, or land.

### PREPARED BY:

The City of Los Angeles  
Department of City Planning  
Community Planning Bureau

January 2022

# INITIAL STUDY

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# INITIAL STUDY

## 1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed Hermon Land Use Designation and Zone Correction Project (“Project”). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment. This Initial Study and Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

### 1.1 PURPOSE OF AN INITIAL STUDY

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

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

## **1.2. ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into four sections as follows:

### **1 INTRODUCTION**

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

### **2 EXECUTIVE SUMMARY**

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

### **3 PROJECT DESCRIPTION**

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

### **4 EVALUATION OF ENVIRONMENTAL IMPACTS**

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

# INITIAL STUDY

## 2 EXECUTIVE SUMMARY

<b>PROJECT TITLE</b>	<b>HERMON LAND USE DESIGNATION AND ZONE CORRECTION PROJECT</b>
ENVIRONMENTAL CASE NO.	<b>ENV-2021-8629-ND</b>
RELATED CASES	CPC-2021-8627-GPA-ZC

<b>PROJECT LOCATION</b>	
COMMUNITY PLAN AREA	NORTHEAST LOS ANGELES
GENERAL PLAN DESIGNATION	LOW MEDIUM II RESIDENTIAL
ZONING	RD1.5-1
COUNCIL DISTRICT	14

<b>LEAD AGENCY</b>	<b>City of Los Angeles</b>
STAFF CONTACT	MICHAEL SIN
ADDRESS	200 N. SPRING STREET, ROOM 621, LOS ANGELES, CALIFORNIA, 90012
PHONE NUMBER	(213) 978-1345
EMAIL	MICHAEL.SIN@LACITY.ORG

<b>APPLICANT</b>	<b>CITY OF LOS ANGELES</b>
ADDRESS	200 N. SPRING STREET, ROOM 621, LOS ANGELES, CALIFORNIA, 90012
PHONE NUMBER	(213) 978-1345

## **PROJECT DESCRIPTION**

The City of Los Angeles is proposing: 1) a General Plan Amendment to amend the Northeast Los Angeles Community Plan to re-designate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and 2) a Zone Change from RD1.5-1 to [Q]C4-1VL. The proposed action is in response to Council Motion CF 20-1426, which requests that the General Plan Land Use and Zoning of these properties be corrected to better reflect existing built conditions and to facilitate reuse of the existing commercial buildings in the Hermon neighborhood. The proposed General Plan Amendment and Zone Change does not involve the demolition, remodel, construction, or alteration of any structures, public facilities, or land.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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## **ENVIRONMENTAL SETTING**

The total Project Area consists of six (6) parcels, or nine (9) lots, generally located along North Monterey Road in the Hermon neighborhood, within the Northeast Los Angeles Community Plan. The six parcels total approximately 44,337 square feet in area (1.01 acre) and are developed with an automobile repair facility built in 1953, a 9,153 square-foot commercial office building built in 1980, a 4,800 square-foot commercial retail building built in 1924, and a 3,100 square-foot church building built in 1930, as well as vacant land. The subject properties are all designated for Low Medium II Residential land uses and zoned RD1.5-1 as part of the Northeast Community Plan Update in the year 2000 (Ordinance No. 173466). Surrounding uses include a commercial shopping center located at the northeast corner of North Monterey Road and Via Marisol, multi-family residential buildings, a church, and single-family houses. Surrounding properties are designated for Low Medium II Residential, Neighborhood Commercial, or Low Residential land uses with the corresponding zones of RD1.5-1, [Q]C4-1VL, and R1-1 respectively. The Project Area is approximately 1,000 feet east of the Arroyo Seco and California State Route 110 and approximately 250 feet east of Hermon Park (Arroyo Seco Park).

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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## **OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

(e.g. permits, financing approval, or participation agreement)

None.

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                       | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality                      | <input type="checkbox"/> Hydrology / Water Quality     | <input type="checkbox"/> Transportation                     |
| <input type="checkbox"/> Biological Resources             | <input type="checkbox"/> Land Use / Planning           | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities / Service Systems        |
| <input type="checkbox"/> Energy                           | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Wildfire                           |
| <input type="checkbox"/> Geology / Soils                  | <input type="checkbox"/> Population / Housing          | <input type="checkbox"/> Mandatory Findings of Significance |

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## DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Michael Sin  
PRINTED NAME

  
SIGNATURE

City Planning Associate  
TITLE

January 21, 2022  
DATE

## EVALUATION OF ENVIRONMENTAL IMPACTS

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

# INITIAL STUDY

## 3 PROJECT DESCRIPTION

### 3.1 PROJECT SUMMARY

The City of Los Angeles is proposing: 1) a General Plan Amendment to amend the Northeast Los Angeles Community Plan to re-designate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and 2) a Zone Change from RD1.5-1 to [Q]C4-1VL. The proposed action is in response to Council Motion CF 20-1426, which requests that the General Plan Land Use and Zoning of these properties be corrected to better reflect existing built conditions and to facilitate reuse of the existing commercial buildings in the Hermon neighborhood. The proposed General Plan Amendment and Zone Change does not involve the demolition, remodel, construction, or alteration of any structures, public facilities, or land.

### 3.2 ENVIRONMENTAL SETTING

#### 3.2.1 Project Location

The total Project Area consists of six (6) parcels, or nine (9) lots, generally located along North Monterey Road in the Hermon neighborhood, within the Northeast Los Angeles Community Plan in the City of Los Angeles. The addresses include 5715 North Monterey Road, and 456 and 460 Wheeling Way, located at the southwest corner of North Monterey Road and Wheeling Way; 5800, 5806, 5808, 5810, 5810 ½, 5812, and 5814 North Monterey Road, located on the eastern side of North Monterey Road; and 5321 East Via Marisol, located at the southwest corner of North Monterey Road and East Via Marisol. See Figure 1-1 for a map of the Project Area with the applicable parcels highlighted in blue.

#### 3.2.2 Existing Conditions

The Project Area totals approximately 44,337 square feet in area (1.01 acre):

- The parcel located at 5715 North Monterey Road, and 456 and 460 Wheeling Way, (APN 5301009029) is 8,989 square feet in area and developed with an approximately 2,530 square-foot automobile repair facility built in 1953.
- The parcel located at 5321 East Via Marisol (APN 5301011034) is 12,862 square feet in area and developed with an approximately 9,135 square-foot two-story commercial office building built in 1980.
- The parcel located at 5812 North Monterey Road and 5814 North Monterey Road (APN 5301011014) is 5,586 square feet in area and is vacant.
- The parcel located at 5806, 5808, 5810, and 5810 ½ North Monterey Road (APN 5301011015) is 11,166 square feet in area and developed with an approximately 4,800 square-foot one-story commercial retail building built in 1924.

- The parcels located at 5800 North Monterey Road (APN 5301011016 and APN 5301011016) is 5,735 square feet in area and developed with an approximately 3,100 square-foot one-story church building built in 1930.

Although none of the subject properties are developed with residential structures, the Project Area was designated for Low Medium II Residential land uses and zoned RD1.5-1 as part of the Northeast Community Plan Update in the year 2000 (Ordinance No. 173466).

**Figure 1-1. Project Area Location Map**



Source: City of Los Angeles, ZIMAS

### 3.2.3 Surrounding Land Uses

Surrounding uses include a commercial shopping center located at the northeast corner of North Monterey Road and Via Marisol, a commercial office building located the southeast corner of North Monterey Road and Via Marisol, multi-family residential buildings along North Monterey Road and Via Marisol, a church at the southeast corner of North Monterey Road and Wheeling Way, and single-family houses to the east and west of North Monterey Road. Surrounding properties are designated for Neighborhood Commercial, Low Medium II Residential, or Low Residential land uses with the corresponding zones of [Q]C4-1VL, RD1.5-1, and R1-1 respectively. The Project Area is approximately 1,000 feet east of the Arroyo Seco and California State Route 110 and approximately 250 feet east of Hermon Park (Arroyo Seco Park).

## 3.3 DESCRIPTION OF PROJECT

### 3.3.1 Project Overview

The Project is a General Plan Amendment to amend the Northeast Los Angeles Community Plan to re-designate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and a Zone Change from RD1.5-1 to [Q]C4-1VL. The proposed action is in response to Council Motion CF 20-1426, which requests that the General Plan Land Use and zoning of these properties be corrected to better reflect existing built conditions and to facilitate reuse of the existing commercial buildings in the Hermon neighborhood in the City of Los Angeles.

The proposed General Plan Amendment and Zone Change does not involve the demolition, remodel, construction, or alteration of any structures, public facilities, or land. No specific development associated with the Project has been proposed or is known at the time of publication of this Negative Declaration. The primary purpose of the Project is to restore a commercial land use designation and zone for the Project Area, at the request of the City Council and Hermon Neighborhood Council, as the subject properties have historically been improved with commercial structures and occupied with commercial uses rather than residential uses.

The proposed General Plan Land Use and zoning correction would allow for the continuation of existing commercial uses within the Project Area. Currently, any nonconforming commercial use of a building in the RD 1.5-1 Zone is required to be discontinued five years from the date the use becomes nonconforming, pursuant to Los Angeles Municipal Code (LAMC) 12.23 B, unless the Zoning Administrator permits its continuation pursuant to LAMC 12.24 X.27. The Project would allow for the continuation, future expansion, and future development of uses allowed in the C4 Commercial Zone, which include commercial retail; neighborhood services, such as banks, museums, and libraries; community facilities, such as churches, parks, and schools; restaurants; commercial office; and residential uses, including single-family dwellings, two-family dwellings, and multi-family dwellings, provided that the applicable regulations of the R4 Zone are complied with.

The proposed Zone Change includes a [Q] Condition prohibiting one hundred percent (100%) residential development, similar to the use limitation placed on adjacent commercial properties that are currently zoned [Q]C4-1VL. The proposed Height District "1VL" would limit maximum height of structures on the Project Area to 45 feet, with no more than three (3) stories and a maximum Floor Area Ratio (FAR) of 1.5 to 1. The proposed Height District is consistent with that found on adjacent commercial properties. For comparison, the existing Height District "1" of the Project Area allows for a maximum building height of 45 feet, no story limitation, and a maximum FAR of 3.0 to 1.

While the Project would allow for the continuation, future expansion, and future development of uses allowed in the C4 Zone, the Project in itself does not propose or approve of any specific development project, any construction, or any ground disturbing activities. As noted previously, the primary purpose of the Project is to restore a commercial land use designation and zone for the Project Area, which has been historically improved with commercial structures and occupied with commercial uses.

The Project will be analyzed for its reasonably foreseeable impacts related to this General Plan Land Use and zoning correction.

### **3.4 REQUESTED PERMITS AND APPROVALS**

The list below includes the anticipated requests for approval of the Project. The Negative Declaration will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to City Charter Section 555 and Los Angeles Municipal Code Section 11.5.6, a General Plan Amendment to the Northeast Los Angeles Community Plan to change the land use designation of the subject properties from Low Medium II Residential to Neighborhood Commercial.
- Pursuant to Los Angeles Municipal Code Section 12.32, a Zone Change from RD1.5-1 to [Q]C4-1VL.

# INITIAL STUDY

## 4 ENVIRONMENTAL IMPACT ANALYSIS

### I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099 would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**a) Have a substantial adverse effect on a scenic vista?**

**No impact.** A scenic vista is generally defined as a public view of highly valued visual and scenic resources exhibiting a unique or unusual feature, such as mountains, hillsides, bodies of water and/or urban skylines. A scenic vista may also be a particular distant view that provides visual relief from less attractive nearby features. Designated federal and state lands, as well as local open space or recreational areas, and may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape. Examples of local scenic views include public views of the Pacific Ocean, the Santa Monica Mountains, and the downtown Los Angeles skyline. A significant impact would occur if a proposed project would have a substantial adverse

effect on a scenic vista. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The Proposed Project is a General Plan Amendment to amend the Northeast Los Angeles Community Plan to re-designate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and a Zone Change from RD1.5-1 to [Q]C4-1VL. The proposed action is in response to Council Motion CF 20-1426, which requests that the General Plan Land Use and Zoning of these properties be corrected to better reflect existing built conditions and to facilitate reuse of the existing commercial buildings in the Hermon neighborhood. While the Project does not propose or approve of any specific development project, any construction, or any ground disturbing activities, the Project would allow for the continuation of existing commercial uses, and the expansion of existing structures and construction of new structures as allowed by the [Q]C4-1VL zone could be reasonably foreseen.

The proposed Height District "1VL" would limit the maximum height of any altered or new structures on the Project Area to 45 feet, with no more than three (3) stories and a maximum Floor Area Ratio (FAR) of 1.5 to 1. The proposed Height District is consistent with that found on adjacent commercial properties. For comparison, the existing Height District "1" of the Project Area allows for a maximum building height of 45 feet, no story limitation, and a maximum FAR of 3.0 to 1. The height and floor area limitations of the Proposed Project would not result in an expansion in height, stories, or FAR compared to the existing zoning.

The topography of the surrounding area is generally flat and does not include public views of the Pacific Ocean, the Santa Monica Mountains, or the downtown Los Angeles skyline. Surrounding uses include a commercial shopping center, a two-story commercial office building, two-story multi-family residential buildings, a church, and single-family. Surrounding properties are designated for Neighborhood Commercial, Low Medium II Residential, or Low Residential land uses with the corresponding zones of [Q]C4-1VL, RD1.5-1, and R1-1 respectively. The Project Area is approximately 1,000 feet east of the Arroyo Seco and California State Route 110 and approximately 250 feet east of Hermon Park (Arroyo Seco Park). Due to existing topography and urban development, views from within the vicinity of the Project Area are limited to short- and mid-range views of existing structures; no scenic vistas are present from and/or near the Project Area. Therefore, the project will not have an 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 state scenic highway?**

**No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) as well as the CalTrans website at [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/langeles.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm) indicates that no State-designated scenic highways are located near the project site. Therefore, no impacts related to a State scenic highway would occur.

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

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

The surrounding project area is developed with a mix of one- to two-story commercial and residential buildings, including a commercial shopping center located at the northeast corner of North Monterey Road and Via Marisol, a commercial office building located the southeast corner of North Monterey Road and Via Marisol, multi-family residential buildings along North Monterey Road and Via Marisol, a church at the southeast corner of North Monterey Road and Wheeling Way, and single-family houses to the east and west of North Monterey Road. While no specific development is proposed or approved, the Project would allow for the continuation of existing commercial uses, the expansion of existing structures, and the construction of new structures in the future. However, new structures would be limited to commercial and limited residential uses as allowed by the [Q]C4-1VL zone, which is consistent with existing improvements and the surrounding area, and therefore would not introduce contrasting urban features into a local area. In addition, potential for degradation to the visual character and quality of the site and surrounding area would be further reduced with the applicable Regulatory Compliance Measures (RCM), which, pursuant to Los Angeles Municipal Code Section 91.8104, requires that every building shall be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation, or other similar material; and LAMC Section 91.8014.15, which requires that the exterior to all building and fences shall be free from graffiti when such graffiti is visible from a street or alley. Therefore, through the implementation of the above regulations and RCM, impacts to the existing visual character or quality of the site and its surroundings would be less than significant.

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

**Less Than Significant Impact.** A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely composed of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The Project Area is built out with a mix of uses and set within an urbanized environment with existing levels of ambient nighttime lighting, including streetlights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures that passes through windows) and automobile headlights. These uses either are currently producing some light (as in the case of existing commercial, residential, and mixed-use buildings) or would generally be located in areas that are developed and well-lit and zoned for development. While no specific development is proposed or approved, the Project would allow for the continuation of existing commercial uses, the expansion of existing structures, and the construction of new structures in the future. However, any new structures or proposed uses would not be expected to emit large amounts of nighttime lighting or glare as all development projects are required to comply with the light and glare provisions of the Los Angeles Municipal Code. Therefore, light and glare impacts would be less than significant.

## II. AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** A significant impact would occur if a proposed project would convert valued farmland to non-agricultural uses. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland”. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area has no Farmland.<sup>1</sup> The Project consists of a General Plan Amendment to re-designate the Project Area from Low Medium II Residential to Neighborhood Commercial land uses, and a Zone Change from RD1.5-1 to [Q]C4-1VL. The Project does not involve or include farmland or agricultural use. Therefore, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** A significant impact would occur if a proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The Project Area does not contain any use under a Williamson Contract. The Project consists of a General Plan Amendment to re-designate the Project Area from Low Medium II Residential to Neighborhood Commercial land uses, and a Zone Change from RD1.5-1 to [Q]C4-1VL, and is not anticipated to result in new development that would conflict with or change existing zoning for agricultural use or a Williamson Act Contract. As such, the Project would not conflict with existing zoning for agricultural use or conflict with a Williamson Contract. Therefore, no impacts would occur.

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

**No Impact.** A significant impact would occur if a proposed project conflicted with existing zoning or caused rezoning of forest land or timberland or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project Area is not zoned for forest land or timberland. Accordingly, the proposed Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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

**No Impact.** See response to Section II(c) above. Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of

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<sup>1</sup> State of CA Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring, <https://maps.conservation.ca.gov/DLRP/CIFF>, accessed on December 30, 2021.

any commercial species used to produce lumber and other forest products including Christmas trees.”<sup>2</sup> The Project Area does not consist of any forest land or timberland. Thus, any development project following the adoption of the proposed Project would not result in the loss of or conversion of forest land. Therefore, there would be no impact and no further analysis is required.

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

**No Impact.** See response to Section 2(a) through (d) above. A significant impact would occur if a proposed project caused the conversion of farmland to non-agricultural use. The Project Area does not contain Farmland identified by the State of CA Department of Conservation, Division of Land Resource Protection as Unique Farmland.<sup>3</sup> Moreover, the Project is not anticipated to result in new development that would involve other changes in the existing environment which could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. Therefore, no impacts would occur.

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<sup>2</sup> California Public Resources Code Section 4526

<sup>3</sup> State of CA Department of Conservation, Division of Land Resource Protection. CA Important Farmland Finder.  
<https://maps.conservation.ca.gov/DLRP/CIFF/>

### III. AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** A significant air quality impact could occur if the Proposed 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. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on March 3, 2017 (“2016 AQMP”). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the Southern California Association of Governments (SCAG) approved its 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and

transportation control measures (TCMs), included as part of the 2016 AQMP and State Implementation Plan (SIP) for the South Coast Air Basin (“Basin”), are based on SCAG’s 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project’s consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.<sup>4</sup>

As discussed in Section XIV(a), Population and Housing, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the policies of the 2020 RTP/SCS (also known as the Connect SoCal plan). The Project would accommodate commercial and residential uses consistent with the proposed [Q]C4-1VL zone within approximately a half of a mile of the Highland Park Metro L Line (Gold) station that connect to regions of the Los Angeles area. Thus, the Project Site’s location provides opportunities for employees and patrons to use public transit to reduce vehicle trips. Reports by the California Department of Transportation and SCAG have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.<sup>5 6</sup>

Because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2016 RTP/SCS and the 2020 Connect SoCal, as detailed in Section XIV(a), Population and Housing, the Proposed Project would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM10 and PM2.5, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of a project’s contribution of emissions, 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 be assessed utilizing the same significance criteria as those for project specific impacts. Thus, a project may

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<sup>4</sup> In September 2020, SCAG and CARB have since adopted a new 2020 RTP/SCS, now called Connect SoCal. Connect SoCal was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. The SCAQMD is currently working on a 2022 AQMP, which will base its analysis from Connect SoCal.

<sup>5</sup> California Department of Transportation, California Transportation Plan 2040, June, 2016, website: <http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/Final%20CTP/FINALCTP2040-ReportWebReady.pdf>, accessed August 2019

<sup>6</sup> Sustainable Communities Strategy, April 2016.

result in a significant impact in cases 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. 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.

The Proposed Project is the re-designation and re-zoning of parcels in Northeast Los Angeles, totaling approximately 1.01 acres, from Low Medium II Residential land use to Neighborhood Commercial land use, and from the RD1.5-1 zone to the [Q]C4-1VL zone. The Project does not propose any particular development or other construction activity at this time. However, it is foreseeable that future development and new uses could take place consistent with the proposed [Q]C4-1VL zone. Based on the Project Site's total area, the proposed zone's maximum floor area and allowed uses, the historic development patterns and uses of the area, and the proposed Neighborhood Commercial land use, it could be reasonably anticipated that 53,000 square feet of commercial floor area and 17 dwelling units could be added to the Project Site in the future. This level of reasonably anticipated development falls below the City's air quality screening threshold for individual development projects, which is at least 80 dwelling units or 75,000 square feet of non-residential floor area added. The City's screening criteria are based on documented air quality model runs for projects not shown to have significant air quality impacts.

Additionally, the Project would be subject to the following regulatory compliance measures for any future construction activities:

- Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

- Trucks having no current hauling activity shall not idle but be turned off.
- In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

The reasonably anticipated development that could result from implementation of the Project does not exceed the City's air quality screening thresholds and therefore the Project would not foreseeably result in a significant adverse impact on air quality. Additionally, through compliance with the regulatory measures listed above, the Proposed Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant, and impacts would be less than significant.

**c) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

The Project Site's surrounding uses include a commercial shopping center located at the northeast corner of North Monterey Road and Via Marisol, multi-family residential buildings, a church, and single-family houses. There are two existing schools located within one-quarter mile of the project site: within 500 feet of the project site is the Los Angeles College Prep Academy, while Bushnell Elementary is 0.14 mile from the project site.

The Proposed Project is the re-designation and re-zoning of parcels in Northeast Los Angeles, totaling approximately 1.01 acres, from Low Medium II Residential land use to Neighborhood Commercial land use, and from the RD1.5-1 zone to the [Q]C4-1VL zone. The Project does not propose any development or other construction activity at this time. However, it is foreseeable that future development or new uses could take place. The Project's proposed [Q]C4-1VL zone does not permit uses that are likely to expose sensitive receptors to substantial pollutant concentrations such as wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding. With the regulatory compliance measures listed in Section III(b) above and Section III(d) below, impacts will be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with 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.

The Project does not propose any construction activity or new structures; however, it is reasonably foreseeable that future development may occur consistent with the proposed [Q]C4-1VL zone. Should there be construction in the future, potential sources that may emit odors during construction activities include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1108 and 1113 limits the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, any construction activities and materials used as part of the Project would control objectionable construction odors. Therefore, impacts from potential objectionable odors during construction would be less than significant.

The Project's proposed [Q]C4-1VL zone does not permit uses identified by the SCAQMD as being associated with odors, such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Odors from garbage chutes and enclosed refuse containers would be controlled through standard best management practices and ongoing building maintenance procedures. Garbage collection areas for the Project Site would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. The trash collection areas would be enclosed and would not be located near any habitable areas. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. With compliance with SCAQMD Rules, described above, potential objectionable odor impacts would be less than significant.

## IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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

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

**Less Than Significant Impact.** A project would normally 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 under state or federal plans, policies or regulations; (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 habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is currently developed with impervious surfaces and structures, including a commercial office building, a retail building, an automotive repair facility, and an ancillary church building. There are a total of five (5) street trees located within the public right-of-way. The Project is a General Plan Amendment and Zone Change to re-designate and re-zone the Project Site for commercial land uses consistent with the historical and present structures and uses on the Site. No specific development is proposed at this time. The Project could however result in the future expansion of existing structures or the construction of new structures that comply with the proposed [Q]C4-1VL zone.

In the event that future construction activity would result in the removal of non-protected street trees, such activity would be subject to the review and approval of the Department of Public Works, Urban Forestry Division. 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 Project Site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would have a less than significant impact upon removal of non-protected trees.

While the potential removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (*Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20*) and Sections 3503, 3503.5, and 3513 of the California Department of Fish and Game Code.<sup>7</sup> To ensure compliance with the MBTA and California Department of Fish and Game Code, the City of Los Angeles Department of City Planning advises applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. For purposes of this analysis, the following regulatory compliance measures have been identified as being applicable to the Proposed Project's any potential future construction activities:

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<sup>7</sup> Sections 3503, 3503.5, and 3513 of the California Fish and Game Code make it unlawful to "take, possess, or needlessly destroy" the nest or eggs of any bird (Section 3503), any bird-of-prey (Section 3503.5), or any migratory nongame bird as designated in the Migratory Bird Treaty Act (Section 3513).

- Habitat Modification (Nesting Native Birds): Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to 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 300 feet of the construction work area (within 500 feet for raptors) 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 (within 500 feet for suitable raptor nesting habitat) 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 (within 500 feet for raptor nests) 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 above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
  - The Proposed Project shall comply with Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which make it unlawful to “take, possess, or needlessly destroy” the nest or eggs of any bird (Section 3503), any bird-of-prey (Section 3503.5), or any migratory nongame bird as designated in the Migratory Bird Treaty Act (Section 3513).

Thus, adherence to regulatory compliance measures, detailed above, would ensure that any the Project, including any future construction activities, would have a less than significant impact on sensitive biological species or habitat.

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

**No Impact.** A project would normally 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 alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is currently occupied by commercial buildings. No riparian or other sensitive natural community is located on or adjacent to the Project Site, and there are no such areas nearby. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

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

**No Impact.** A 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 developed and does not contain any wetlands or natural drainage channels. Therefore, 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 (See Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

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

**No Impact.** A project would normally result in a significant impact on biological resources if it results 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 urbanized area within the City of Los Angeles. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites on the Project Site or in the Project vicinity. Thus, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife. Therefore, no impact would occur.

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

**No impact.** A project-related significant adverse effect could occur if a project would be inconsistent with local regulations pertaining to the five street trees adjacent to the Project Site along North Monterey Road. While the Project does not propose any specific development activity, any removal and replacement of street trees associated with future development would

be conducted under the approval of the Board of Public Works/Urban Forestry (LAMC Sections 62.161 – 62.171) and in accordance with the City of Los Angeles Protected Tree Ordinance (No. 177,404). As such, the Proposed Project would not conflict with a policy or ordinance protecting biological resources. Therefore, no impact would occur.

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

**No Impact.** A significant impact would occur if the Proposed Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur with implementation of the Proposed Project.

## V. CULTURAL RESOURCES

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

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

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project would result in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.<sup>8</sup>

The Project Site is developed with an approximately 2,530 square-foot automobile repair facility built in 1953, an approximately 9,135 square-foot two-story commercial office building built in 1980, an approximately 4,800 square-foot one-story commercial retail building built in 1924, and an approximately 3,100 square-foot one-story ancillary church building built in 1930. The Proposed Project does not involve any specific demolition or construction activity; however the corrected General Plan Land Use Designation and zoning could result in the future expansion or construction of new structures consistent with the proposed [Q]C4-1VL zone.

<sup>8</sup> CEQA Guidelines, Section 15064.5(b)(1).

According to the Los Angeles Historic Resources Inventory, the Project Site does not contain any historic structures or scenic resources on site.<sup>9</sup> Additionally, SurveyLA does not identify any of the onsite structures as potentially historic resources.<sup>10</sup> As such, there are no historic resources on the Project Site that would be listed on the National Register, California Register, or local listing.

There is a potentially historic resource adjacent to the Project Site: the Hermon Free Methodist Church (main building) located at 5718 – 5722 North Monterey Road, which was identified as eligible for National Register, California Register, or local listing or designation through survey evaluation.<sup>11</sup> The Proposed Project would have no direct impacts on this potential historic resource. There are no historical resources on the Project Site, and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Proposed Project. The Proposed Project would have a less than significant impact on this potentially historical resource near the Project Site as the Proposed Project would not result in a substantial adverse change to the immediate surroundings of this historical resource to the degree they would no longer be eligible for listing under national, state, or local landmark designation programs. They would continue to be eligible for listing as a historical resource defined by CEQA. No mitigation is required or recommended. Therefore, the development of the Proposed Project would have a less than significant impact to historical resources.

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

**Less than Significant Impact.** A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of the proposed project shall not collect or move any archaeological materials and associated materials. Any construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant.

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<sup>9</sup> City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, website: <http://historicplacesla.org/map>, accessed January 2022.

<sup>10</sup> City of Los Angeles, SurveyLA, Northeast Los Angeles – Individual Resources, February 2017, website: <http://planning.lacity.org/preservation-design/survey-la-results-northeast-los-angeles>, accessed January 2022.

<sup>11</sup> Ibid.

**c) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during an futurey construction, demolition, and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, impacts would be less than significant.

## VI. ENERGY

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

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

**Less than Significant Impact.** A significant impact would occur if the project would substantially increase demand for energy resources, which exceeds the available supply.

**Short-Term Construction Impacts**

There is no demolition, construction, or grading proposed as part of the Project. However, future construction activity consistent with the proposed [Q]C4-1VL zone could occur in the future as part of the Project. Any future development may increase demand for energy resources, however, not to an extent that would exceed any available supply. The future potential development would be for uses consistent with existing and historic patterns and structures along North Monterey Road and therefore, would not substantially increase demand for energy resources.

**Long-Term Operational Impacts**

Any future development that result from the Project would require electricity, natural gas, and petroleum during operations. For the reasons discussed below, the proposed project does not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

**Electricity**

The Los Angeles Department of Water and Power (LADWP) provides electrical service throughout the City of Los Angeles and many areas of the Owens Valley, serving approximately 4 million people within a service area of approximately 465 square miles, excluding the Owens Valley.

Electrical service provided by the LADWP is divided into two planning districts: Valley and Metropolitan. The Valley Planning District includes the LADWP service area north of Mulholland Drive, and the Metropolitan Planning District includes the LADWP service area south of Mulholland Drive. The Project site is located within LADWP's Metropolitan Planning District. According to LADWP's 2017 Power Strategic Long-Term Resource Plan, the LADWP has a generation capacity greater than 7,880 MW. In 2017, the LADWP power system experienced an instantaneous peak demand of 6,502 MW (LADWP 2017). Approximately 29 percent of LADWP's 2016 electricity purchases were from renewable sources, which is similar to the 25 percent statewide percentage of electricity purchases from renewable sources (CEC 2018).

Upon completion, the project's operational phase would require electricity for building operation (appliances, lighting, etc.). The project would also be required to comply with the 2016 Title 24 standards or the most recent standards at the time of building issuance. The energy-using fixtures within the project would likely be newer technologies, utilizing less electricity power. In addition, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020. The current sources procured by LADWP include wind, solar, and geothermal sources. These sources account for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available (CEC 2018). Therefore, the project would not result in a wasteful use of electricity. Therefore, impacts would be less than significant.

## **Natural Gas**

Natural gas is provided to the project site by the Southern California Gas Company (SoCal Gas). SoCal Gas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCal Gas serves approximately 21.8 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout Central and Southern California, from the City of Visalia to the Mexican border (SoCalGas 2018). The traditional, southwestern United States sources of natural gas will continue to supply most of SoCal Gas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provide only a small share of SoCal Gas supplies due to the high cost of transport (California Gas and Electric Utilities 2018). Additionally, the California Public Utilities Commission (CPUC) regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2017). Although the project would require natural gas for building heating, the project would comply with 2016 Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24 and CPUC regulations, therefore, natural gas consumption impacts would be less than significant.

## **Petroleum**

According to the California Energy Commission (CEC), transportation accounts for 38.5% of California's total energy consumption in 2015 (CEC 2018). In 2017, California consumed 15.6 billion gallons of gasoline and 2.82 billion gallons of diesel fuel (California Board of Equalization 2018). However, the State is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce Vehicle Miles Traveled (VMT). Accordingly, gasoline consumption in California has declined. The CEC predicts that the demand for gasoline will continue to decline over the next 10 years, and there will be an increase in the use of alternative fuels (CEC 2016).

During operation of the Project, the majority of fuel consumption would involve the use of motor vehicles traveling to and from the Project site. Over the lifetime of the Project, the fuel efficiency of vehicles being used by residents is expected to increase. As such, the amount of petroleum consumed as a result of vehicle trips to and from the Project site is expected to decrease during the lifetime of the Project. In addition, as discussed in more detail in Section 17, Transportation, the Project would not result in a significant VMT increase, and thus, would not result in the inefficient or wasteful use of petroleum. Therefore, impacts would be less than significant.

## **b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**No Impact.** Any development as a result of the Project would be designed to comply with all applicable state and local codes, including the City's Green Building Ordinance and the California Green Building Standards Code. Design features that could be implemented would include, but not be limited to, use of efficient lighting technology; energy efficient heating, ventilation and cooling equipment; and Energy Star rated products and appliances.

Overall, any potential future development would be designed and constructed in accordance with applicable state and local green building standards that would serve to reduce the energy demand of the project. In addition, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Use of petroleum-based fuels during construction and operation would also be minimized. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and no impact would occur.

## VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

**Less than Significant Impact.** A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The subject site is not within an Alquist-Priolo Earthquake Fault Zone or other designated fault zone. The nearest Active Fault Near-Source Zone, Raymond Fault, is located approximately 1.7 km from the project site. Thus, the potential for fault rupture at the project site would be considered low. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. Any future development would be consistent with the historical uses on the Project Site as set forth by the [Q]C4-1VL Zone and no proposed uses would have the potential to directly or indirectly exacerbate fault rupture. Therefore, impacts would be less than significant.

ii) **Strong seismic ground shaking?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, any future potential development could expose people and structures to strong seismic ground shaking. However, any future development would be designed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. Any future development would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

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

**Less than Significant Impact.** A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. While the subject site is located within a Liquefaction Zone, specific RCMs in the City of Los Angeles regulate the grading and construction of projects in these particular types of locations and will reduce potential impacts associated with any future development to less than significant. RCMs

include the Uniform Building Code Chapter 18, Division 1, Section 1804.5: Liquefaction Potential and Soil Strength Loss. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

**iv) Landslides?**

**No Impact.** A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, any future development associated with the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.

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

**No Impact.** A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. However, the proposed project could result in future development consistent with the proposed [Q]C4-1VL zone, which may require minimal grading activity in the future. Any construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, there would be no impact with respect to erosion or loss of topsoil.

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

**Less than Significant Impact.** A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Any future development of the Project Site would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide; see Response to Checklist Question VII a-b for these issues. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E and/or the Environmental and Public Facilities Map (1996), the project site is not identified as being

located in an oil field or within an oil drilling district. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC), which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.

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

**No Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, any future development as part of the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

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

**No Impact.** A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. Any future development as part of the proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

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

**Less than Significant Impact.** A significant impact would occur if any future excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. If paleontological resources are discovered during excavation, grading, or construction in the future, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant.

## VIII. GREENHOUSE GAS EMISSIONS

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

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

**Less than Significant Impact.** Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth’s surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City’s GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, any future development associated with the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project’s generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

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

**Less than Significant Impact.** A significant impact would occur if the proposed project conflicted with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases (GHG). The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas

on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would accommodate future development consistent with the proposed [Q]C4-1VL zone, which allows for commercial and the multi-family residential uses, and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016-2040 RTP/SCS. The project would continue to support the future addition of dwelling units along a commercial corridor approximately a half-mile from a fixed rail transit station. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less than Significant Impact.** A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. However, the proposed project could result in the future development of structures and uses consistent with the proposed [Q]C4-1VL zone. Any potential future construction activities associated with the project would use a limited amount of hazardous materials during the operation of heavy equipment operation for activities like grading and excavation. Any potential use of hazardous chemicals would be limited and would have to show compliance with existing local and state regulations. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in office developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Significant hazards are not anticipated as long as residents and maintenance staff store, use, and dispose of hazardous materials in accordance with manufacturers' instructions and handle in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Thus, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less than Significant Impact.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing structures on the project site were built in 1953, 1980, 1924, and 1930, and may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Although no demolition of these buildings is proposed, demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting in a less than significant impact.

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

**Less than Significant Impact.** Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. There are two existing schools located within one-quarter mile of the project site. Within

500 feet of the project site is the Los Angeles College Prep Academy. Additionally, Bushnell Elementary is 0.14 mile from the project site. No demolition is proposed and no grading is proposed at this time; however future development consistent with the proposed [Q]C4-1VL zone could occur in the future. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in office developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. All hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With compliance of these regulatory measures, the proposed project would result in a less than significant impact.

**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?**

**No Impact.** A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor in January 2022 did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.

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

**No Impact.** A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private airstrips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

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

**No Impact.** A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The nearest emergency route is Figueroa Street, which is approximately 0.5 miles to the west of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical

Facilities and Lifeline Systems, Exhibit H, November 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City and the area surrounding the project site is completely developed. The project site is located within a Very High Fire Hazard Severity Zone, but is not located within a wildland fire hazard area. Therefore, the project would not directly or indirectly expose people or structures to a significant risk of loss, injury, death as a result of exposure to wildland fires. As such, impacts related to wildland fires would be less than significant.

## X. HYDROLOGY AND WATER QUALITY

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

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

**Less than Significant Impact.** A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). At this time, there is no demolition, construction, or grading proposed as part of the proposed project. However, stormwater runoff from any development associated with the proposed project would have the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts.

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

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. While no development is proposed, the project could result in the future construction of structures consistent with the proposed [Q]C4-1VL zone. Excavation to a depth that would result in the interception of existing aquifers or penetration of the existing water table is not likely for such a development consistent with the [Q]C4-1VL zone. Therefore, the project would not require direct additions or withdrawals of groundwater. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

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

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

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. At this time, there is no demolition, construction, or grading proposed as part of the proposed project. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. The existing site is improved with impermeable surface. As such, any new development would not substantially change existing drainage patterns. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

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

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. As such, any potential new development would not substantially change existing drainage patterns. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

iii. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

**Less than Significant Impact.** A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. As such, any potential new development would not substantially change existing drainage patterns. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.

**iv. Impede or redirect flood flows?**

**No Impact.** A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.

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

**No Impact.** A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 18 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.

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

**No Impact.** Potential pollutants generated by the project would be typical of commercial land uses and may include sediment, nutrients, pesticides, pathogens, trash and debris, oil, grease, and metals. The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Implementation of the LID measures on the project site would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the project would not conflict with or obstruct any water quality control plans for the Los Angeles River. With compliance with existing regulatory requirements and implementation of LID BMPs, the project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant.

## XI. LAND USE AND PLANNING

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

### a) Physically divide an established community?

**Less than Significant Impact.** A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The Project is a General Plan Amendment to re-designate the Project Site from Low Medium II Residential to Neighborhood Commercial land use and a zone change from RD1.5-1 to [Q]C4-1VL. Any future development would be consistent with the commercial and residential uses that have been historically present in the general vicinity and would not divide an established community. Therefore, the impact would be less than significant.

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

**Less than Significant Impact.** The Project Site is located within the jurisdiction of the City of Los Angeles, and therefore, is subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization. The Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the local level, the General Plan of the City of Los Angeles, the Northeast Los Angeles Community Plan, and the LAMC, which are intended to guide local land use decisions and development patterns, guides development of the Project Site.

### Regional Plans

**SCAQMD Air Quality Management Plan.** In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2016 to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is a nonattainment area. As discussed in Section 3, Air Quality, above, the Project is consistent with the SCAQMD's AQMP.

**SCAG Regional Comprehensive Plan.** The Project Site is located within the six-county region that comprises the SCAG planning area. As discussed in Section XIV(a), Population and Housing, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the policies of the 2020 RTP/SCS (also known as the Connect SoCal plan). The Project would accommodate commercial and residential uses consistent with the proposed [Q]C4-1VL zone within approximately a half of a mile of the Highland Park Metro L Line (Gold) station that connect to regions of the Los Angeles area.

## **Local Plans**

**City of Los Angeles General Plan.** The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of Citywide elements (Air Quality Element, Conservation Element, Plan for a Healthy Los Angeles, Framework Element, Housing Element, Noise Element, Open Space Element, Service Systems Element/Public Recreation Plan, Safety Element, and Mobility Plan 2035) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas. Those elements that would be most applicable to the Project are the Housing Element and the Land Use Element.

### *Housing Element*

The Project is a General Plan Amendment to re-designate the Project Site from Low Medium II Residential to Neighborhood Commercial land use and a zone change from RD1.5-1 to [Q]C4-1VL. While the Project does not propose any development activity, it is reasonably foreseeable that future uses could be established, including new housing opportunities in proximity to jobs. The Project would allow for the continuation, future expansion, and future development of uses allowed in the C4 Commercial Zone, which include commercial retail; neighborhood services, such as banks, museums, and libraries; community facilities, such as churches, parks, and schools; restaurants; commercial office; and residential uses, including single-family dwellings, two-family dwellings, and multi-family dwellings, provided that the applicable regulations of the R4 Zone are complied with.

Housing Element objectives with which the Project would conform include: encouraging production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs; encouraging the location of housing, jobs, and services in mutual proximity; and accommodation of a diversity of uses that support the needs of the City's existing and future residents.

### *Land Use Element*

The Project Site is located within the Northeast Los Angeles Community Plan area. Pursuant to the Community Plan Map, the proposed [Q]C4-1VL zone is a corresponding zone to the proposed Neighborhood Commercial land use designation. The Northeast Los Angeles Community Plan goals and objectives include:

- Conserve and strengthen potentially viable commercial areas in order to stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development.
- Consolidate commercial areas through appropriate planning and zoning actions to strengthen the economic base and expand market opportunities.
- Protect commercially planned/zoned areas, from residential-only development.
- Designate specific areas to provide for adequate residential development to accommodate anticipated increases in population while maintaining a balance between single-family and multiple-family uses.
- Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.
- Encourage mixed-use development in selected commercially- zoned areas.

The Project would allow for the continuation, future expansion, and future development of uses allowed in the C4 Commercial Zone, which include commercial retail; neighborhood services, such as banks, museums, and libraries; community facilities, such as churches, parks, and schools; restaurants; commercial office; and residential uses, including single-family dwellings, two-family dwellings, and multi-family dwellings, provided that the applicable regulations of the R4 Zone are complied with. The proposed Zone Change includes a [Q] Condition prohibiting one hundred percent (100%) residential development, similar to the use limitation placed on adjacent commercial properties that are currently zoned [Q]C4-1VL.

The Project would be consistent with the overall intent of applicable land use policies, goals, strategies, and/or objectives, including those contained in the City of Los Angeles General Plan and SCAG's 2020 RTP/SCS. Impacts related to the Proposed Project would be less than significant.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?**

**No Impact.** A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. According to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

**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?**

**No Impact.** A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. According to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

### XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less than Significant Impact.** A significant impact would occur if exposure of persons to or generation of noise levels are in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses.

The Project does not propose any construction, demolition, or grading. However, it is reasonably foreseeable that future development activity could occur consistent with the proposed [Q]C4-1VL zone. Any possible construction noise in the future may cause a temporary increase in the ambient noise levels but would be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The potential for excessive noise would be further reduced by complying with the City of Los Angeles Noise Ordinance No. 161,574, and any subsequent ordinances which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, with implementation of the referenced regulatory compliance measure and other applicable regulatory compliance measures, potentially significant impacts would be less than significant.

**b) Generation of, excessive groundborne vibration or groundborne noise levels?**

**Less than Significant Impact.** The Project does not propose any construction, demolition, or grading. However, it is reasonably foreseeable that future development activity could occur consistent with the proposed [Q]C4-1VL zone. Any future development may include construction activities that generate varying degrees of vibration as well as generation of construction equipment vibrations. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. Any future construction would be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The potential for impacts related to construction vibration would be further reduced by complying with the City of Los Angeles Noise Ordinance No. 161,574, and any subsequent ordinances which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, with implementation of the referenced regulatory compliance measure and other applicable regulatory compliance measures, potentially significant impacts would be less than significant.

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

**No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.

**XIV. POPULATION AND HOUSING**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** A significant impact may occur if the proposed 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. The determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

**Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**

On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a plan that the Regional Council now calls Connect SoCal. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Based on the regional growth projections in Connect SoCal, the City had an estimated permanent population of approximately 3,933,800 persons and approximately 1,367,000 residences in 2016. By the year 2045, SCAG forecasts that the City will increase to 4,771,300 persons (or a 21% increase since the year 2016) and approximately 1,793,000 residences (or a 31% increase since the year 2016). Employment within the City is expected to grow by 287,600 jobs, which is an approximate 16 percent increase in employment between 2016 and 2045.

The Project is a General Plan Amendment to amend the Northeast Los Angeles Community Plan to re-designate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and a Zone Change from RD1.5-1 to [Q]C4-1VL. The Project would allow for the continuation, future expansion, and future development of uses

allowed in the C4 Commercial Zone, which include commercial retail; neighborhood services, such as banks, museums, and libraries; community facilities, such as churches, parks, and schools; restaurants; commercial office; and residential uses, including single-family dwellings, two-family dwellings, and multi-family dwellings, provided that the applicable regulations of the R4 Zone are complied with.

The proposed Zone Change includes a [Q] Condition prohibiting one hundred percent (100%) residential development, similar to the use limitation placed on adjacent commercial properties that are currently zoned [Q]C4-1VL. Residential uses would require a minimum 5,000 square feet of lot area and a minimum area of 400 square feet per dwelling unit, consistent with the residential development standards of the C4 Zone. The proposed Height District "1VL" would limit maximum height of structures on the Project Area to 45 feet, with no more than three (3) stories and a maximum Floor Area Ratio (FAR) of 1.5 to 1. The proposed Height District is consistent with that found on adjacent commercial properties. For comparison, the existing Height District "1" of the Project Area allows for a maximum building height of 45 feet, no story limitation, and a maximum FAR of 3.0 to 1.

The Project does not propose any particular development or other construction activity at this time. However, it is foreseeable that future development and new uses could take place consistent with the proposed [Q]C4-1VL zone. Based on the Project Site's total area, the proposed zone's maximum floor area and allowed uses, the historic development patterns and uses of the area, and the proposed Neighborhood Commercial land use, it could be reasonably anticipated that a net increase of 33,000 square feet of commercial floor area and 17 dwelling units could be added to the Project Site in the future. Assuming 375 square feet per employee, consistent with established projections for commercial uses, the Proposed Project could reasonably result in a net increase of 88 jobs if the Project Site were fully built out. Based on the City's current population and household demographics (e.g., an average of 2.69 persons per household for the City of Los Angeles), the construction of 17 additional residential dwelling units would result in an increase in approximately 46 net permanent residents in the City of Los Angeles.

The proposed increase in housing units and population would be consistent with SCAG's forecast of 426,000 additional households and approximately 837,500 persons in the City of Los Angeles between 2016 and 2045. With respect to employment growth, it can be assumed that most of the jobs and employees generated by the Proposed Project would already reside within the City of Los Angeles. The additional employees generated by the Proposed Project would contribute to a fraction of one percent of SCAG's employment growth forecast for the City of Los Angeles. Thus, the increase in employment opportunities as a result of the Proposed Project is within SCAG's employment growth forecast. It can be assumed that most of the employees generated by the Proposed Project would already reside within the City of Los Angeles or County of Los Angeles. Thus, any population growth generated by the Proposed Project would be well within SCAG's population growth projections.

As such, the Proposed Project would not cause growth (i.e., new housing) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout or that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, impacts related to population and housing would be less than significant.

**b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**Less Than Significant Impact.** A significant impact would occur if a proposed project would displace a substantial quantity of existing residences or a substantial number of people or housing units necessitating construction of replacement housing elsewhere. The Project would not result in displacement of substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere. The Project is limited to a General Plan Amendment to re-designate the Project Site from Low Medium II land use to Neighborhood Commercial land use and a zone change from RD1.5-1 to [Q]C4-1VL. Any future development consistent with the proposed zone would not displace substantial numbers of existing housing or people necessitating construction of replacement housing elsewhere, as no dwelling units are located within the Project Site. Therefore, impacts would be less than significant.

## XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Fire protection?

**Less than Significant Impact.** A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by Fire Station 12, located at 5921 North Figueroa Street (approximately 0.5 mile west of the project site). The project could result in the future development of new structures and uses consistent with the proposed [Q]C4-1VL zone. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

### b) Police protection?

**Less than Significant Impact.** A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or

physically altered station. The project could result in the future development of new structures and uses consistent with the proposed [Q]C4-1VL zone. The project site and the surrounding area are currently served by LAPD's Hollenbeck Community Police Station, located at 2111 E. 1st Street (approximately 4 miles south of the project site). To maintain the level of police services, the LAPD may require additional personnel and equipment. However, given that the site is adequately served by an existing station, and the Project would not result in a significant increase in population or jobs, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for police protection. Therefore, the proposed project would result in a less than significant impact.

### **c) Schools?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The project could result in the future development of new structures and uses consistent with the proposed [Q]C4-1VL zone. While new residential units and jobs could result from the new zoning, the number of new dwelling units and jobs that could be reasonably anticipated to result, as described in Section XIV Population and Housing, would not significantly increase enrollment at schools that serve the area. Therefore, the proposed project would result in a less than significant impact to public schools.

### **d) Parks?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The project could result in the future development of new structures and uses consistent with the proposed [Q]C4-1VL zone. While the proposed uses can have the potential to increase demand for parks and recreation facilities, the increase will not be substantial due to the number of new dwelling units and jobs that are reasonably anticipated. Moreover, any subsequent development may require providing open space and landscaping. This usable open space on the subject site would help alleviate the City's existing park system. Therefore, the proposed project would not create capacity or service level problems or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.

### **e) Other public facilities?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The project could result in the future development of new

structures and uses consistent with the proposed [Q]C4-1VL zone. While the proposed uses can have the potential to increase demand for library services and resources of the Los Angeles Public Library System, the increase will not be substantial due to the number of new dwelling units and jobs that are reasonably anticipated. The proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Refer to Response to Checklist Question XV (d) above.

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

Refer to Response to Checklist Question XV (d) above.

## XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Less Than Significant.** A significant impact may occur if a project would conflict with a program plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle and pedestrian facilities. In accordance with the City's Transportation Assessment Guidelines (TAG), a project that generally conforms with, and does not obstruct, the City's development policies and standards will generally be considered to be consistent.

The Project does not propose any particular development or other construction activity at this time. However, it is foreseeable that future development and new uses could take place consistent with the proposed [Q]C4-1VL zone. Any future development would require a detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, to be prepared and submitted to the City and LADOT for review and approval prior to the start of construction activities. The Construction Management Plan would formalize how any construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The implementation of a Construction Management Plan in consultation with the LADOT would ensure that the Proposed Project is compliant with City procedures and regulations that address potential transportation impacts due to project construction and would ensure that any traffic impacts from the Proposed Project would be less than significant without mitigation.

**b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

**Less Than Significant Impact.** CEQA Guidelines Section 15064.3(b)(1) states for land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

*Vehicle-Miles-Traveled Analysis*

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the transportation performance metric from automobile delay and LOS to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the proposed update to the CEQA guidelines, vehicle-miles-traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts.

In July 2020, the City of Los Angeles Department of Transportation (LADOT) updated the City's Transportation Assessment Guidelines (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. The TAG sets forth screen criteria for further transportation assessment, as well as impact criteria for determining whether a project would result in significant impacts.

*Screening Criteria*

Per the TAG screening criteria, further transportation assessment is required when a project is likely to add 250 or more daily vehicle trips to the local street system, or if the project would result in a net increase in daily vehicle miles traveled. The net Proposed Project trip generation was calculated using the LADOT VMT Calculator Version 1.3. Along with the updated TAG, LADOT developed the City of Los Angeles VMT Calculator Version 1.3 (the "VMT Calculator"), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the ITE Trip Generation Manual, 9th Edition, 2012 and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model. The VMT Calculator was utilized to determine the net daily trip generation for the Proposed Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a project's characteristics.

The Project does not propose any particular development or other construction activity at this time. However, it is foreseeable that future development and new uses, or redevelopment of the site, could take place consistent with the proposed [Q]C4-1VL zone. Based on the Project Site's total area, the proposed zone's maximum floor area and allowed uses, the historic development patterns and uses of the area, and the proposed Neighborhood Commercial land use, it could be reasonably anticipated that a net increase of 33,000 square feet of commercial floor area and 17 dwelling units could be added to the Project Site in the future. Accordingly, the land use types and land use values for both the Proposed Project and existing conditions were inputted into the VMT Calculator to estimate net trip generation. While no development is proposed at the time, full buildout of the Project could result in an increase of 1,754 net daily trips and 14,448 vehicle miles traveled based on the VMT Calculator. A summary of the VMT Calculator analysis results can be found in the case file. As the Project would have the potential to generate a net increase of 250 or more daily vehicle trips and/or a net increase in daily vehicle miles traveled, further analysis is required.

#### *VMT Threshold and Significance Criteria*

Based on the TAG, a potential impact could occur if the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located. The Project Site is located within the East Los Angeles APC, which has a significant VMT impact threshold of 7.2 household VMT per capita. Based on the VMT Calculator, the Project would result in 6.8 household VMT per capita, below the threshold of significant impact per the TAG. Accordingly, the Proposed Project is not expected to have a significant VMT impact, and impacts would be less than significant.

#### **c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant.** A significant impact may occur if the Proposed 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.

#### **d) Result in inadequate emergency access?**

**No Impact.** A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency route is Figueroa Street, which is approximately 500 feet to the west of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire

Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.

## XVIII. TRIBAL CULTURAL RESOURCES

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?**

**Less Than Significant Impact.** Public Resources Code Section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Public Resources Code 5024.1(c) states that “[a] resource may be listed as an historical resource in

the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in response to Checklist Question V(b) (Cultural Resources, Archeological Resources), the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas. The Project Site is located in a highly urbanized area of the Northeast Los Angeles Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities along with associated control/maintenance of the existing buildings.

The Project does not propose any construction, demolition, or excavation activity; however such activity could be reasonably foreseen in future development consistent with the proposed [Q]C4-1VL zone. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, it is recommended that the City's standard condition of approval for addressing inadvertent discoveries of tribal cultural resources be incorporated into the Proposed Project's approval. The City's standard condition of approval requires that upon any discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the Proposed Project and the Department of City Planning. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbing activities, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth in the City's standard conditions of approval. With the implementation of regulatory compliance measures described in Section V(b) and the City's standard conditions of approval for addressing inadvertent discoveries of archaeological or tribal cultural resources, potential impacts to tribal cultural resources would be less than significant without mitigation.

**b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth**

**in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less Than Significant 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 inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site.

An informational letter was mailed to a total of 11 Tribes known to have resources in this area, on December 28, 2021, describing the project. On December 29, 2021, one response was received from the Gabrieleno Band of Mission Indians – Kizh Nation which stated that consultation was not necessary but requested that they be notified should there be any ground disturbance in the future. On January 3, 2022, the Fernandeno Tataviam Band of Mission Indians provided correspondence stating that the project area was outside of their ancestral tribal boundaries and that they defer to members of the Gabrieleno tribe on this matter.

Because the project site has been subject to ground disturbance activities in the past and is not known to be associated with any cultural or sacred sites, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Thus, in the absence of any known cultural resources, adherence to the Regulatory Compliance Measures for archeological resources, paleontological resources, and human remains would ensure impacts associated with the accidental discovery of any archaeological resources or human remains, including Native American resources would be avoided or reduced to less than significant levels. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Therefore, impacts would be less than significant, and no mitigation measures are required.

# XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los

Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.

**b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Refer to Response to Checklist Question XIX (a).

**c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Refer to Response to Checklist Question XIX (a).

**d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Refer to Response to Checklist Question XIX (d).

## XX. WILDFIRE

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact (Response to Checklist Questions XX.a through XX.d).** As discussed above, in Response to Checklist Question IX.f, the project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Impacts related to the implementation of the City's emergency response plan would be less than significant, and no mitigation measures are required. In addition, pursuant to Public Resources Code Section 21083.01(a), analysis of the impacts related to wildfire are related to

the development of projects located on a site which is classified as state responsibility areas, as defined in Section 4102, and on very high fire hazard severity zones, as defined in subdivision (i) of Section 51177 of the Government Code. While the project is in a very high fire hazard severity zone, the project site is also located within an urbanized area of the Northeast Los Angeles Community Plan area and is not designated as state responsibility area as defined in Section 4102. The project is also not located within a City-designated fire buffer zone. Furthermore, as discussed in Response to Checklist Question VII.a.iv, the project site is not located in a landslide area as mapped by the state or the City of Los Angeles. As such, the project would not substantially impair an emergency response plan or emergency evacuation plan, would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire, would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, or expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur, and no mitigation measures are required.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, impacts would be less than significant.

**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.** A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. The following projects were or are filed with the Department of City Planning within the last 10 years and within a 500-foot radius:

<b>PROJECTS WITHIN A 500-FOOT RADIUS OF THE SUBJECT SITE</b>			
<b>Address</b>	<b>Case Number</b>	<b>Date Filed</b>	<b>Scope of Work</b>
5914 North Monterey Road	ZA-2019-1048-CUB	February 20, 2019	Sale of beer and wine within an existing grocery store.
5321 East Via Marisol	ZA-2018-2976-CUW	May 23, 2018	Installation of a rooftop wireless telecommunications facility on an existing office building.

Per the table above, one project was for the sale of beer and wine within an existing grocery store, while the other project was the installation of a rooftop wireless telecommunications facility on an existing office building on the Project Site. There were no other projects that resulted or could result in the demolition or construction of new commercial and mixed-use buildings. Therefore, the projects above along with the proposed would not result in cumulative impact related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and RCMs have been identified, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of the RCMs identified and compliance with existing regulations, the proposed project would not

have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, impacts would be less than significant.

## **5 PREPARERS**

### Lead Agency

City of Los Angeles  
Department of City Planning  
200 North Spring Street, Room 621  
Los Angeles, CA 90012  
Michael Sin, City Planning Associate