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## 17534 - 17540 W. Sherman Way

Case Number: ENV-2018-2185-MND

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**Project Location:** 17534 – 17540 W. Sherman Way

**Community Plan Area:** Reseda – West Van Nuys

**Council District:** 6

**Project Description:** The proposed project is a three-story (two-story of residential over a ground level parking garage), 43 foot in height, 25,214 square foot, nine unit multi-family residential building all on two lots totaling 16,645 square feet. The project is providing a total of 18 automobile parking spaces and 11 bicycle parking spaces. A total of 1,560 square feet of open space and 3,084 square feet of landscaping is proposed.

To achieve the proposed project, the applicant is proposing the demolition of one, one-story, 1,135 square foot single-family dwelling and 380 square foot detached two-car garage on one lot (17534 W. Sherman Way) and one, one-story, 1,572 square foot single-family dwelling and 380 square foot detached garage on the second lot (17540 W. Sherman Way). Furthermore, the Project will require 456 cubic yards of grading, including 302 cubic yards of cut, 154 cubic yards of fill, 147 cubic yards of export, and no import.

There are 17 trees on site, including one dead tree, and seven street trees on Sherman Way and Calvus Avenue. None of the 17 trees on site are protected species. It is expected that the majority, if not all of the trees on site will need to be removed to allow the development of the property. SurveyLA identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place.

**PREPARED BY:**

The City of Los Angeles  
Department of City Planning

**APPLICANT:**

Shahe K. Boyadjian and Maral H. Boyadjian

**August 2023**

# INITIAL STUDY

## TABLE OF CONTENTS

	<u>Page</u>
<b>1. Introduction</b> .....	<b>4</b>
<b>2. Executive Summary</b> .....	<b>6</b>
<b>3. Project Description</b> .....	<b>13</b>
3.1. Project Summary .....	13
3.2. Environmental Setting .....	14
3.3. Description of Project.....	17
3.4. Requested Permits and Approvals .....	17
<b>4. Environmental Checklist</b> .....	<b>21</b>
I. Aesthetics .....	21
II. Agriculture and Forestry Resources .....	25
III. Air Quality .....	28
IV. Biological Resources .....	31
V. Cultural Resources .....	37
VI. Energy .....	39
VII. Geology and Soils.....	40
VIII. Greenhouse Gas Emissions .....	45
IX. Hazards and Hazardous Materials.....	51
X. Hydrology and Water Quality .....	55
XI. Land Use and Planning.....	59
XII. Mineral Resources .....	60
XIII. Noise.....	61
XIV. Population and Housing.....	63
XV. Public Services .....	65
XVI. Recreation .....	68
XVII. Transportation.....	70
XVIII. Tribal Cultural Resources .....	72
XIX. Utilities and Service Systems.....	77
XX. Wildfire .....	80
XXI. Mandatory Findings of Significance.....	83
<b>5. Preparers and Persons Consulted</b> .....	<b>85</b>
<b>6. References, Acronyms and Abbreviations</b> .....	<b>86</b>

**List of Figures**

A-1 Aerial Photograph of Project Site and Vicinity.....13  
A-2 ZIMAS Zoning Map.....14  
A-3 ZIMAS General Plan Land Use Map.....15

**List of Appendices**

- A. Eric Gorsuch, V & E Tree Service, Inc. (dated April 3, 2019, updated September 1, 2021, updated October 27, 2022
- B. A.G.E. Engineering, Report of Geotechnical Investigation, April 22, 2019
- C. Soils Report Approval Letter, Log #108421-01 dated January 21, 2020 and Soils Report Review Letter dated June 11, 2019
- D. South Central Coastal Information Center (SCCIC), California Historical Resources Information System (CHRIS), California State University, Fullerton, Department of Anthropology dated June 29, 2020
- E. Native American Heritage Commission (NAHC) Sacred Lands File (SLF) Search dated April 21, 2022

# INITIAL STUDY

## 1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed 17534 - 17540 Sherman Way 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 may not result in significant impacts on the environment. This Initial Study and Mitigated 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 application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

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>17534 – 17540 W. SHERMAN WAY</b>
ENVIRONMENTAL CASE NO.	<b>ENV-2018-2185-MND</b>
RELATED CASES	<b>APCSV-2018-2184-ZC-BL</b>

<b>PROJECT LOCATION</b>	<b>17534 - 17540 W. SHERMAN WAY, 91406</b>
COMMUNITY PLAN AREA	RESEDA – WEST VAN NUYS
GENERAL PLAN DESIGNATION	LOW MEDIUM II RESIDENTIAL
ZONING	R1-1
COUNCIL DISTRICT	6

<b>LEAD AGENCY</b>	<b>City of Los Angeles</b>
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<b>APPLICANT</b>	<b>SHAHE K. BOYADJIAN AND MARAL H. BOYADJIAN</b>
ADDRESS	17662 MAHONEY PLACE, GRANADA HILLS, CA 91344
PHONE NUMBER	(818) 517-4706

## PROJECT DESCRIPTION

The proposed project is a three-story (two-story of residential over a ground level parking garage), 43 foot in height, 25,214 square foot, nine unit multi-family residential building all on two lots totaling 16,645 square feet. The project is providing a total of 18 automobile parking spaces and 11 bicycle parking spaces. A total of 1,560 square feet of open space and 3,084 square feet of landscaping is proposed.

To achieve the proposed project, the applicant is proposing the demolition of one, one-story, 1,135 square foot single-family dwelling and 380 square foot detached two-car garage on one lot (17534 W. Sherman Way) and one, one-story, 1,572 square foot single-family dwelling and 380 square foot detached garage on the second lot (17540 W. Sherman Way). Furthermore, the Project will require 456 cubic yards of grading, including 302 cubic yards of cut, 154 cubic yards of fill, 147 cubic yards of export, and no import.

There are 17 trees on site, including one dead tree, and seven street trees on Sherman Way and Caldas Avenue. None of the 17 trees on site are protected species. It is expected that the majority, if not all of the trees on site will need to be removed to allow the development of the property. SurveyLA identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place.

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

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## ENVIRONMENTAL SETTING

The subject site consists of two flat contiguous lots totaling 16,645 square feet at the southeast corner of Sherman Way and Caldas Avenue in the Reseda – West Van Nuys Community Plan (Community Plan) area. Both lots are zoned R1-1 and designated Low Medium II Residential by the Community Plan. The approximately 7,863 square foot lot at the corner of Sherman Way and Caldas Avenue is improved with a one-story, 1,572 square foot single-family dwelling and 380 square foot two-car garage. The abutting approximately 8,781 square foot lot located directly to the east is improved with a one-story 1,135 square foot single-family dwelling and 380 square foot detached two-car garage. All structures are proposed for demolition. A 30 foot building line is located along the Sherman Way frontage. A 20 foot alley abuts the rear property line of the subject site.

Properties to the north across Sherman Way and to the south across the alley are improved with one-story single-family dwellings on sites that are zoned R1-1 and designated for Low Residential land use by the Community Plan. To the east, properties are improved with three-story multi-family residential buildings (one story of parking over two stories of residential use). These sites are zoned (Q)RD1.5-1 with an underlying zone of R1-1 and designated for Low Medium II Residential land use. To the west, properties are improved with one-story single-family dwellings on sites zoned R1-1 and designated for Low Medium II and Low Residential land use.

Commercial uses, including automotive repair, market, fast-food restaurant, office, and associated surface parking are located approximately 0.5 mile to the west of the subject site at the intersection of Sherman Way and White Oak Avenue. These sites are zoned C2-1VL, P-1VL, and R1 and designated for Neighborhood Office Commercial land use.

(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 checked="" 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 checked="" type="checkbox"/> Biological Resources  | <input type="checkbox"/> Land Use / Planning           | <input checked="" 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.

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Laura Frazin Steele

PRINTED NAME

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City Planner

TITLE

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*Laura Frazin Steele*

SIGNATURE

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July 25, 2023

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 proposed project is a three-story (two-story of residential over a ground level parking garage), 43 foot in height, 25,214 square foot, nine unit multi-family residential building all on two lots totaling 16,645 square feet. The project is providing a total of 18 automobile parking spaces and 11 bicycle parking spaces. A total of 1,560 square feet of open space and 3,084 square feet of landscaping is proposed.

To achieve the proposed project, the applicant is proposing the demolition of one, one-story, 1,135 square foot single-family dwelling and 380 square foot detached two-car garage on one lot and one, one-story, 1,572 square foot single-family dwelling and 380 square foot detached garage on the second lot. Furthermore, the project will require 456 cubic yards of grading, including 302 cubic yards of cut, 154 cubic yards of fill, 147 cubic yards of export, and no import.



**Figure A-1. Aerial Photograph of Project Site and Vicinity**

## 3.2 ENVIRONMENTAL SETTING

### 3.2.1 Project Location

The project is located at 17534 – 17540 Sherman Way at the southeast corner of Sherman Way and Caldus Avenue in the Reseda – West Van Nuys Community Plan area. The project is not located within a specific plan or any other geographic overlay area.

### 3.2.2 Existing Conditions

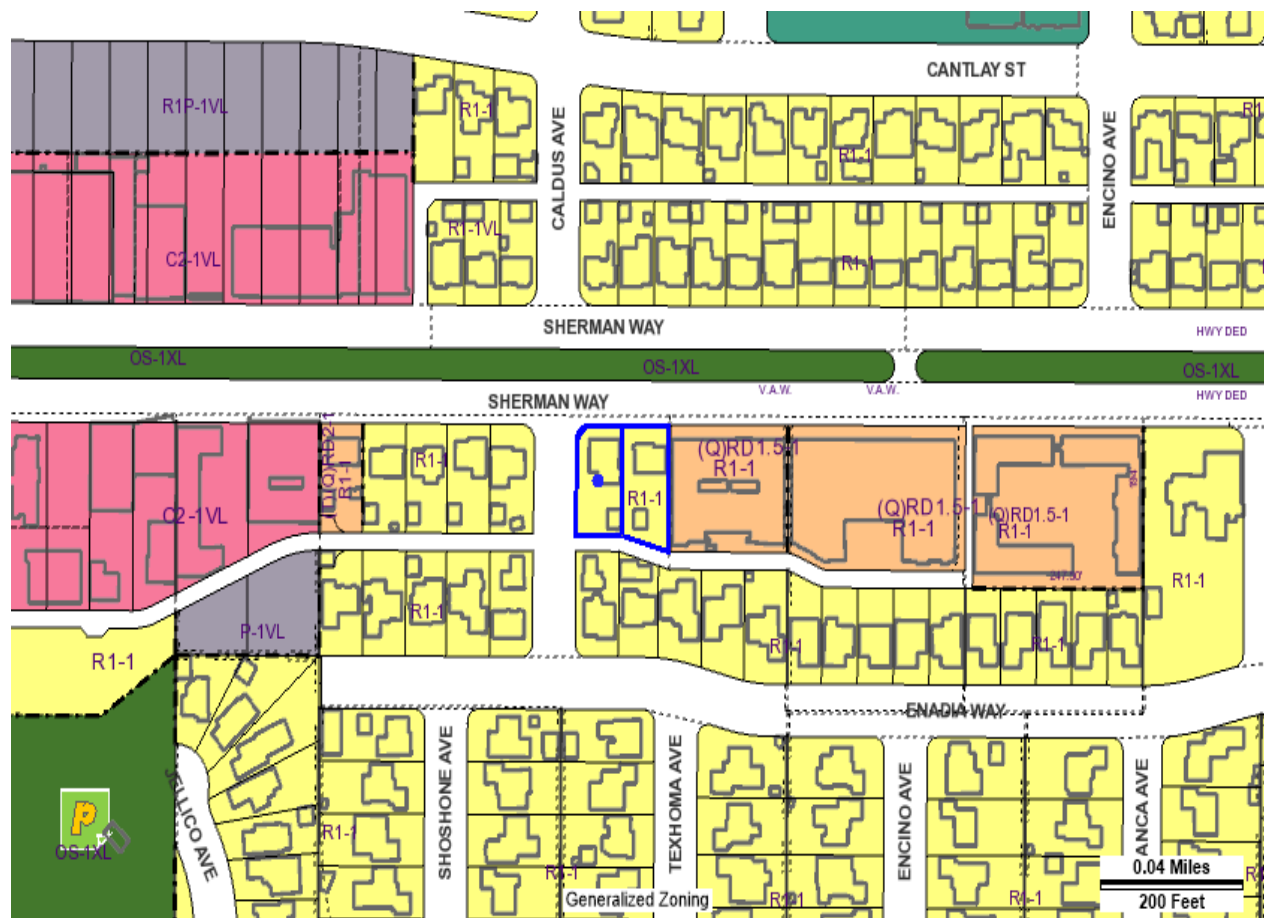
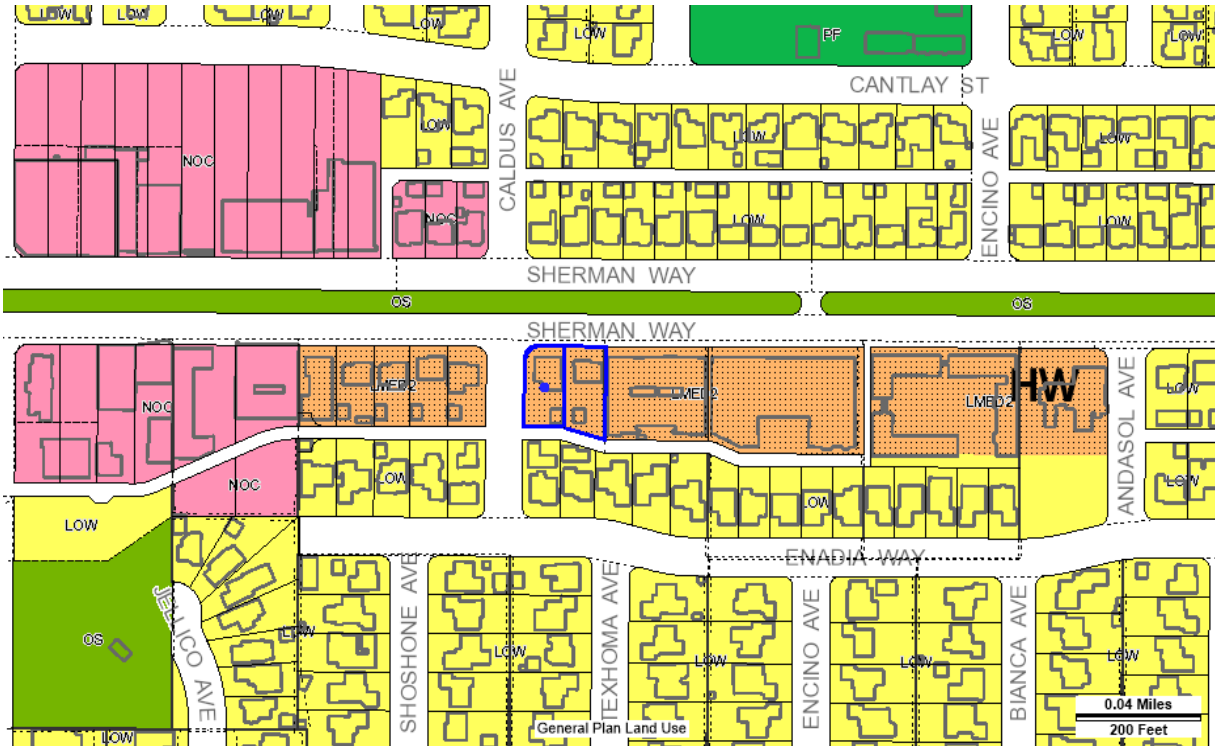


Figure A-2. ZIMAS Zoning Map



**Figure A-3. ZIMAS General Plan Land Use Map**

The subject site consists of two flat contiguous lots totaling 16,645 square feet. Both lots are zoned R1-1 and designated Low Medium II Residential by the Reseda – West Van Nuys Community Plan. The Low Medium II Residential land use designation corresponds to the RD1.5, RD2, RW2, and RZ2.5 Zones. The approximately 7,863 square foot lot at the corner of Sherman Way and Caldus Avenue is improved with a one-story, 1,572 square foot single-family dwelling and 380 square foot detached two-car garage. The abutting approximately 8,781 square foot lot located directly to the east is improved with a one-story 1,135 square foot single-family dwelling and 380 square foot detached two-car garage. All structures are proposed for demolition. A 30 foot building line is located along the Sherman Way frontage (Ordinance No. 130,484). A 20 foot alley abuts the rear property line of the subject site.

The subject site fronts along Sherman Way for approximately 108 linear feet and extends along Caldus Avenue for approximately 106 linear feet. The approximately 7,863 square foot lot at the corner of Sherman Way and Caldus Avenue is generally rectangular in shape with a lot depth of 126 feet. The abutting approximately 8,781 square foot lot located directly to the east is irregular-shaped with a maximum lot depth of approximately 145 feet.

There are 17 trees on site, including one dead tree, and seven street trees on Sherman Way and Caldus Avenue. None of the 17 trees on site are protected species. It is expected that the majority, if not all of the trees on site will need to be removed to allow the development of the property. SurveyLA for the Reseda – West Van Nuys Community Plan area (Historic Resources

Survey Report, Non-Parcel Resources) identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place.

The subject site is located approximately 2.2 miles southwest of the Van Nuys Airport. The City of Los Angeles ZIMAS records show that the site is located within an Airport Hazard Horizontal Surface Area. Any structure, tree, or use of land that obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to the landing or taking off of aircraft is an Airport Hazard as codified in LAMC Section 12.50. The subject site is also located within an Urban Agriculture Incentive Zone and a Liquefaction area.

According to ZIMAS records, the subject site is not located within a Coastal Zone, Very High Fire Hazard Severity Zone, Flood Zone, Watercourse, Hazardous Waste/Border Zone, High Wind Velocity Area, or Special Grading Area (BOE Basic Grid Map A-13372). ZIMAS does not identify Methane Hazards or oil wells on site. The subject site is located approximately 9.5 kilometers from the nearest fault (Northridge) and is not located within an Alquist-Priolo Fault Zone, Landslide area, Preliminary Fault Rupture Study Area, or Tsunami Inundation Zone.

### **3.2.3 Surrounding Land Uses**

Properties to the north across Sherman Way and to the south across the alley are improved with one-story single-family dwellings on sites that are zoned R1-1 and designated for Low Residential land use by the Community Plan. To the east, properties are improved with three-story multi-family residential buildings (one story of parking over two stories of residential use). These sites are zoned (Q)RD1.5-1 with an underlying zone of R1-1 and designated for Low Medium II Residential land use. To the west, properties are improved with one-story single-family dwellings on sites zoned R1-1 and designated for Low Medium II and Low Residential land use. Commercial uses, including automotive repair, market, fast-food restaurant, office, and associated surface parking are located approximately 0.5 mile to the west of the subject site at the intersection of Sherman Way and White Oak Avenue. These sites are zoned C2-1VL, P-1VL, and R1 and designated for Neighborhood Office Commercial land use.

A private school (Waldorf) is located at 17426 Sherman Way, approximately 0.2 miles east of the subject site at the southwest corner of Andasol Avenue and Sherman Way. The school site is zoned R1-1 and designated Low Medium II Residential. An LAUSD school (Anatola Elementary School) is located approximately 0.5 miles north of the subject site at 7364 Anatola Avenue. The site is zoned [Q]PF-1XL and designated Public Facilities by the Community Plan. A City of Los Angeles park (Jesse Owens Mini Park) is located at 7111 White Oak Avenue, approximately 0.5 miles southwest of the subject site on property zoned OS-1XL and designated Open Space by the Community Plan.



## 3.3 DESCRIPTION OF PROJECT

### 3.3.1 Project Overview

As previously discussed, the proposed project is a three-story (two-story of residential over a ground level parking garage), 43 foot in height, 25,214 square foot, nine unit multi-family residential building all on two lots totaling 16,645 square feet. The project is providing a total of 18 automobile parking spaces and 11 bicycle parking spaces. A total of 1,560 square feet of open space and 3,084 square feet of landscaping is proposed.

To achieve the proposed project, the applicant is proposing the demolition of one, one-story, 1,135 square foot single-family dwelling and 380 square foot detached two-car garage on one lot (17534 W. Sherman Way) and one, one-story, 1,572 square foot single-family dwelling and 380 square foot detached garage on the second lot (17540 W. Sherman Way). Furthermore, the Project will require 456 cubic yards of grading, including 302 cubic yards of cut, 154 cubic yards of fill, 147 cubic yards of export, and no import.

There are 17 trees on site, including one dead tree, and seven street trees on Sherman Way and Caldas Avenue. None of the 17 trees on site are protected species. It is expected that the majority, if not all of the trees on site will need to be removed to allow the development of the property. SurveyLA identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place.

### 3.3.2 Design and Architecture

The proposed three-story, 43 foot in height, 25,214 square foot, nine unit multi-family residential building is designed with five units along the northerly property line fronting on Sherman Way and four units along the southerly alley facing property line with a shared driveway in the center. A lobby with mailboxes, a chair lift, and stairwell abut Caldas Avenue at the west side of the site. Short-term bicycle parking is available directly outside of the lobby. A trash/recycling area, electrical room, long-term bicycle parking area, and stairwell adjoin the shared driveway and dwelling unit located at the southeastern portion of the site.

The project is designed with six unit types; one unit is a Type A design, three units are a Type B design, one unit is a Type C design, one unit is a Type D design, two units are a Type E design, and one unit is a Type F design. The three Type B units are designed with 2 bedrooms, and the remaining six units are 3 bedroom units. The unit sizes range between 1,584 and 2,373 square feet. The ground floor of each unit includes an attached two-car garage, long-term bicycle racks, storage areas, and a washer/dryer. Individual stairwells within each unit lead to the second and third floors. The second floor of each unit includes a dining room/living room, kitchen, and powder room. The third floor of unit Type B is designed with two bathrooms and two bedrooms. The third floor of unit Types A, C, D, E, and F is designed with three bedrooms and two bathrooms.

The main pedestrian entrance to each unit is from the courtyard via the lobby and stairs on Calvus Avenue. Other entrances to units (e.g., Sherman Way facing entrances are secondary). Each unit is designed with balconies on the second and third floors. The structure is proposed to be constructed of smooth exterior plaster painted sandstone, crystal white, and precious neutral. Travertine tile colored stone marbel yellowish beige will be used at the base of the structure. Fascia painted cocoa trim and chocolate colored vinyl casement windows and doors will accent the neutral colors of the structure.

### **3.3.3. Open Space and Landscaping**

LAMC Section 12.21 G regulates open space and landscaping requirements for six or more residential dwelling units. At a minimum, the project is required to provide 100 square feet of open space each unit having less than three habitable rooms; 125 square feet of open space for each unit having three habitable rooms; and 175 square feet of open space for each unit having more than three habitable rooms. For the purpose of determining open space requirements under this section, the kitchen does not count as a habitable room. As such, for the three two-bedroom units, 125 square feet of open space per unit is required, and for the six three-bedroom units, 175 square feet of open space per unit is required (the living/dining room combination counts as one room). Therefore, the project requires 375 square feet of open space for the two bedroom units ( $3 \times 125 = 375$ ) and 1,050 square feet of open space for the three bedroom units ( $6 \times 175 = 1,050$ ) for a total Code requirement of 1,425 square feet of open space ( $375 + 1,050 = 1,425$ ).

The Code further requires that common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, children's play areas, ball courts, barbecue areas and sitting areas. Common open space is required to be a minimum area of 400 square feet with no horizontal dimension less than 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. The applicant's plans show 1,560 square feet (15 x 104 feet) of open space on the second floor that includes benches for seating.

LAMC Section 12.21 G.2 also requires a minimum of 25 percent of the required common open space area to be landscaped with ground cover, shrubs, or trees, including one 24-inch box tree for every four dwelling units. Street trees can be used to meet this requirement. For the nine unit project, a minimum of three 24-inch box trees must be provided to meet Code requirements. As previously discussed, there are seven street trees on Sherman Way and Calvus Avenue, and SurveyLA identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place. Furthermore, the applicant's plans show an additional 15 trees to be planted on site, including five 48-inch box *Melaleuca leucadendra* (Cajeput) and 10 24-inch box *Heteromeles arbutifolia* (Toyon). Therefore, the project exceeds Code requirements for the provision of trees. Furthermore, for the project, the applicant is required to provide a minimum total of 390 square feet of landscaping for the common open space areas (25 percent of 1,560). The applicant's plans show 2,690 square feet of landscaping on the ground level and 394 square feet of landscaping on the second floor level for a total of 3,084 square feet of landscaping. The project design also includes balconies adjoining each unit.

### 3.3.4 Access, Circulation, and Parking

LAMC Section 12.21 A.4 requires the project to provide at least one automobile parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. The applicant's plans show two automobile parking spaces per unit for a total of 18 automobile parking spaces per Code requirements. Automobile parking for each unit is provided in an enclosed two-car garage on the ground floor.

Pursuant to LAMC Section 12.21 A.16, a minimum of nine long-term and two short-term bicycle parking spaces would be required for a nine unit residential project. The project is providing 11 bicycle parking spaces. Bicycle racks are available in each of the nine garages and within the ground level parking area. Two short-term bicycle parking spaces are available directly outside of the building lobby along Caldas Avenue.

Automobile access to the project site is taken from the 20 foot alley at the rear of the property via two gated driveways. At the garage level, an approximately 26.7 foot common driveway is located at the center of the site and runs horizontally in an east-west direction.

The main pedestrian entrance to each unit is from the courtyard via the lobby and stairs on Caldas Avenue. Other entrances to units (e.g., Sherman Way facing entrances are secondary).

The Mobility Plan 2035 and NavigateLA designate W. Sherman Way as a Scenic Highway. As discussed in the Mobility Plan 2035, Scenic Highways have special controls for the protection and enhancement of scenic resources. The Mobility Plan specifically designates the portion of Sherman Way between Variel Avenue to Kester Avenue as a Scenic Highway, because it is a wide street with a landscaped median. The Mobility Plan/NavigateLA also designate W. Sherman Way as a Boulevard II with a designated right-of-way width of 110 feet and a designated roadway width of 80 feet. ZIMAS shows the Sherman Way median is zoned OS-1XL and designated for Open Space by the Community Plan. Sherman Way is not designated a Scenic Highway by the State of California.

NavigateLA shows that Caldas Avenue, which borders the subject site on the west, is designated as a Collector with a designated right-of-way width of 66 feet and a designated roadway width of 40 feet. As shown on NavigateLA and ZIMAS, a 20 foot alley borders the rear of the subject site.

Enadia Way intersects with Caldas Avenue approximately 0.1 mile south of the subject site. Enadia Way is designated as a Collector with a designated right-of-way width of 66 feet and a roadway width of 40 feet. In proximity to the subject site, Enadia Way intersects with Shoshone Avenue and Texhoma Avenue, which are designated Local Street - Standard with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet. Enadia Way also intersects with Encino Avenue, which is designated a Collector with a designated right-of-way width of 66 feet and a designated roadway width of 40 feet. The subject site is approximately 0.2

miles from White Oak Avenue, which NavigateLA designates as a Boulevard II with a designated right-of-way width of 110 feet and a designated roadway width of 80 feet.

The subject site is in close proximity to public transit. The Metro Bus 162 runs in an east-west direction along Sherman Way and stops at the intersection of Sherman Way and Andasol Avenue (approximately 0.2 miles to the east) and the intersection of Sherman Way and White Oak Avenue (approximately 0.5 miles to the west). The Metro Bus 162 is a 24-hour bus with a frequency of every 15 minutes or better. The Metro Bus 237 runs in a north-south direction along White Oak Avenue (approximately 0.5 miles from the subject site). The Metro Bus 235 and 236 run north-south along Balboa Boulevard (approximately 0.9 miles from the subject site). The Metro Bus 237, 235, and 236 all connect with the Metro Bus 162 at Sherman Way. Finally, the Metro Rail and Busway G Line (Orange Line) is located approximately 2.1 miles to the southeast of the subject site at Balboa Boulevard.

### **3.3.5 Sustainability Features**

The Green Code and Title 24 apply to the project. The project's roof plan shows 1,228 square feet of solar panels.

## **3.4 REQUESTED PERMITS AND APPROVALS**

The list below includes the anticipated requests for approval of the project. The Mitigated 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 LAMC Section 12.32 F, a Zone Change from R1-1 to (T)(Q)RD1.5-1 across the entire site; and
- Pursuant to LAMC Section 12.32 R, removal of a 30 foot building line on Sherman Way as established under Ordinance No. 130,484.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

# 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?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. 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 project is located on a flat lot in a fully

developed area on the southeast corner of Sherman Way and Calvus Avenue within the Reseda – West Van Nuys Community Plan area.

As discussed in the Mobility Plan 2035, Scenic Highways have special controls for the protection and enhancement of scenic resources. The Mobility Plan specifically designates the portion of Sherman Way between Variel Avenue to Kester Avenue as a Scenic Highway because it is a wide street with a landscaped median. (This portion of Sherman Way is not a State designated Scenic Highway.) The project will not encroach into the landscaped median along Sherman Way, and no construction activities will take place within the landscaped median. Additionally, SurveyLA for the Reseda – West Van Nuys Community Plan area (Historic Resources Survey Report, Non-Parcel Resources) identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). These street trees have scenic value. As mitigated elsewhere herein, all of the seven street trees will be protected in place (see Sections IV. Biological Resources and V. Historic Resources).

Although the proposed project involves the demolition of two single-family dwellings and would increase height and massing on the site, the project would not obstruct any views of the historic street trees and/or landscaped median. Therefore, any impacts related to scenic vistas will be less than significant as mitigated elsewhere herein.

**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 project would substantially damage scenic resources within a State Scenic Highway. The project site is proposed to be located on the southeast corner of Sherman Way and Calvus Avenue. As previously discussed, the Mobility Plan 2035 designates the portion of Sherman Way between Variel Avenue to Kester Avenue as a Scenic Highway, because it is a wide street with a landscaped median. The project proposes the removal of a 30 foot building line along Sherman Way but will not encroach into the landscaped median along Sherman Way. No construction activities will take place within the landscaped median.

Caltrans' State Scenic Highway Mapping System does not identify Sherman Way or Calvus Avenue as a State Scenic Highway. The project site is located approximately 5 miles east of the closest state designated scenic highway (State Route 27). Therefore, no impacts related to state designated scenic highways 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 With Mitigation.** A significant impact would occur if the 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 the proposed project detract from the visual character of an area.

The project area is developed with residential and commercial land uses. As previously discussed, the historic street trees along Sherman Way will be preserved in place as mitigated elsewhere herein, and the project will not encroach into the Sherman Way landscaped median.

Furthermore, the project includes design features and landscaping improvements to enhance the visual quality of the area. LAMC Section 12.21 G.2 requires a minimum of 25 percent of the project's required common open space area to be landscaped with ground cover, shrubs, or trees, including one 24-inch box tree for every four dwelling units. Street trees can be used to meet this requirement. For the nine unit project, a minimum of three 24-inch box trees must be provided to meet Code requirements. There are seven street trees on Sherman Way and Calvus Avenue, and SurveyLA identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place. Furthermore, the applicant's plans show an additional 15 trees to be planted on site, including five 48-inch box *Melaleuca leucadendra* (Cajeput) and 10 24-inch box *Heteromeles arbutifolia* (Toyon). Therefore, the project exceeds Code requirements for the provision of trees. Furthermore, for the project, the applicant is required to provide a minimum total of 390 square feet of landscaping for the common open space areas (25 percent of 1,560 square feet of open space). The applicant's plans show 2,690 square feet of landscaping on the ground floor, and 394 square feet of additional landscaping is provided on the second floor within the common open space area. The total amount of landscaping provided is 3,084 square feet. Therefore, as mitigated herein for landscaping, the project will not conflict with applicable zoning and other regulations governing scenic quality.

**Mitigation Measure AES-1: Landscape Plan.** Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant impact with the following measure:

- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

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

**Less Than Significant With Mitigation.** 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 sun light 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 comprised of highly reflective glass or mirror-like materials. Night time glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions, including vehicle headlight and interior and exterior building illumination. The proposed project involves the demolition of two single-family dwellings and the construction of a three-story, nine unit residential structure. As mitigated herein, any impacts to light and glare would be less than significant.

**Mitigation Measure AES-2: Light.** Environmental Impacts to the adjacent residential properties may result in excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure.

- Outdoor lighting shall be designed and installed with shielding and directed downward to illuminate only the subject property, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Uplighting shall be prohibited.

**Mitigation Measure AES-3: Glare.** Environmental impacts to the adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure.

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
- All exterior windows shall be low-reflective, non-glare glass.
- All exterior lighting fixtures shall be shielded and directed downward to illuminate only the Project property. Uplighting shall be prohibited.



## 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 the proposed project would convert valued farmland to non-agricultural uses. The project site is not designated as farmland and is currently improved with two single-family dwellings. No farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its setting, the subject site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Department of Conservation. Therefore, the 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 the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. As the site and surrounding area do not contain farmland of any type, the proposed project would not 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 the proposed project conflicted with existing zoning or cause rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The site and the surrounding area are not zoned for forestland or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or resulting 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.** A significant impact would occur if the 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 forestland to non-forest use. The site and the surrounding area are 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.

**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.** A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or

timberland. The subject site is identified on ZIMAS as a Urban Agriculture Incentive Zone, but no agricultural uses are currently on site. Therefore, no impacts would occur.

### 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.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is a three-story (two-story of residential over a ground level parking garage), 43 foot in height, 25,214 square foot, nine unit multi-family residential building all on two lots totaling 16,645 square feet. The project includes the removal of a 30 foot building line along Sherman Way. The project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ordinance No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems. Therefore, 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 would occur if the project would result in a cumulatively considerable net increase of any criteria pollutant. The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The basin is currently classified as a federal and State non-attainment area for Ozone (O<sub>3</sub>), Respirable Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO<sub>2</sub>), Sulfur Oxides (SO<sub>x</sub>), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>2</sub>, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Based on published studies from similar projects, during the construction phase, the proposed project would not likely exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NO<sub>x</sub>), Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and Sulfur Dioxide (SO<sub>x</sub>). When a proposed project has less than 80 residential units and involves less than 20,000 cubic yards of soil export, it will not likely exceed the SCAQMD construction or operational thresholds. The project has nine multi-family residential units and is proposing 147 cubic yards of soil export. The project would be subject to regulatory compliance measures (RCMs), which reduce the impacts of operational and construction regional emissions. The proposed project would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants.

Therefore, the project is not expected to result in a cumulatively considerable net increase of any 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. 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 is the removal of a building line and the construction of a multi-family structure in an area already developed with residential uses. Based on published studies of other similar sized projects, it is unlikely that this project would exceed the appropriate significance threshold for localized emissions of particulate matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). When a proposed project has less than 80 residential units and involves less than 20,000 cubic yards of soil export, it will not likely exceed the SCAQMD construction or operational thresholds. Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The proposed project would result in a less than significant impact.

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

**Less Than Significant Impact.** Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

## 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 With Mitigation.** A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. According to the Tree Report provided by Eric Gorsuch, V & E Tree Service, Inc. (dated April 3, 2019, updated September 1, 2021, updated October 27, 2022), it is likely that the project will require the removal of all of the 17 trees on site, including one dead tree (see Appendix A). None of the 17 trees on site are protected species. The applicant's plans show that 15 trees will be planted on site, including five 48-inch box *Melaleuca leucadendra* (Cajeput) and 10 24-inch box *Heteromeles arbutifolia* (Toyon). As mitigated herein, any impact to tree removal will be reduced to a less than significant level. It is possible that the removal of 17 trees would have an impact on nesting birds. As mitigated herein, any impacts on nesting birds would be less than significant. Additionally, there are seven street trees on Sherman Way and Calvus Avenue. SurveyLA identifies five of the street trees on Sherman Way as historic street trees (four Mexican fan palms and one deodar cedar). All of the seven street trees will be protected in place, and as mitigated herein, no street tree will be removed without the review and approval of the Board of Public Works, Urban Forestry Division.

**Mitigation Measure BIO-1: Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas).** The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

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



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

**Mitigation Measure BIO-2. Tree Removal (Non-Protected Trees).** Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures.

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

**Mitigation Measure BIO-3. Tree Removal (Street Trees)**

- Removal of street trees (i.e., trees in the public right-of-way) requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**Mitigation Measure BIO-4. Tree Protection Zone.** The Historic Street Trees should be protected by establishing a Tree Protection Zone (TPZ). The TPZ should encompass the grass

parkway, curb to sidewalk, in front of the properties on Sherman Way. The TPZ for the Palm on Caldas Avenue should encompass the grass parkway, from curb to sidewalk, and 6 feet north and south of the palm. For the Crepe Myrtle, the TPZ should also encompass the grass parkway, from sidewalk to curb, to the edge of the crown's dripline north and south of the tree.

The following TPZ recommendations should be followed:

- a. The TPZ fencing should be 4 feet tall at the edge of the TPZ. Orange mesh (hurricane) or chain link fencing should be used. The TPZ fence will remain in place during all grading and construction activities in the area.
- b. No heavy equipment shall be used or stored within the TPZ.
- c. No stockpiling of soils or construction materials within the TPZ.
- d. Irrigation shall remain on during project. Notify the Consulting Arborist if changes occur.
- e. No additional water shall be added without direct Arborist approval.
- f. Notify Consulting Arborist if hardscape demolition or trenching is to occur within 10 feet of TPZ fence line.
- g. The following root protections are to be followed if trenching operations are required within the TPZ or sidewalk replacement occurs:
  - Exploratory hand digging to locate major roots where possible.
  - Roots should be cut cleanly with a sharpened, sterilized pruning tool.
  - Roots that are 3 inches or larger that need to be pruned will be cut cleanly with a saw (chainsaws and reciprocating saws are allowed). No roots will be chopped with an axe or power equipment.
  - Roots discovered to be damaged below the surface during trenching activities will be traced back 4-6 inches above the break and cut cleanly before the end of the workday. Moist native soil will then re-cover the exposed root.
  - No damaged or cut roots are to be left exposed overnight.
- h. Overhanging limbs should be evaluated for potential future equipment and/or vehicle contact. Contact Consulting Arborist for mediation measures.
- i. No limbs or branches are to be pruned without prior approval of the Consulting Arborist.
- j. No use of or idling of equipment with exhaust pipes near overhanging limbs or branches.

**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 significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts 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 significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and is currently improved with two existing single-family dwellings. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.

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

**Less Than Significant With Mitigation.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. According to the Tree Report provided by Eric Gorsuch, V & E Tree Service, Inc. (dated April 3, 2019, updated September 1, 2021, updated October 27, 2022), it is likely that the project will require the removal of all of the 17 trees on site, including one dead tree (see Appendix A). None of the 17 trees on site are protected species. However, it is possible that the removal of 17 trees would have an impact on native nesting birds. As mitigated herein, any impacts on nesting birds would be less than significant.

**Mitigation Measure BIO-1: Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)**

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

**Less Than Significant With Mitigation.** A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed

project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree and Shrub Ordinance (No. 186,873). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, California bay trees, Mexican elderberry, or toyon. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Furthermore, the project is mitigated herein to further protect native nesting birds. Therefore, as mitigated herein, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.

**Mitigation Measure BIO-1: Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)**

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

**No Impact.** The project site 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, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

## V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 pursuant to State CEQA Guidelines §15064.5?

**Less Than Significant Impact.** A significant impact would occur if the proposed project would substantially alter the environmental context of or remove identified historical resources. SurveyLA for the Reseda – West Van Nuys Community Plan area (Historic Resources Survey Report, Non-Parcel Resources) identifies intact segments of historic street trees under Cultural Landscapes, 1975-1980. The street trees were planted in 1911 as part of a campaign to publicize the communities of Owensmouth (Canoga Park), Marian (Reseda), and Van Nuys. At the time, Sherman Way was also the site of the Pacific Electric Red Car line. The street trees were planted along two segments: between Corbin and Vanalden Avenues and between Calduis and Rubio Avenues. According to SurveyLA, the street trees appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility. The subject site is located between Calduis and Rubio Avenues along Sherman Way. At the project site, five of the street trees on Sherman Way abutting the project are historic street trees under this designation and include four Mexican fan palms and one deodar cedar. As mitigated elsewhere herein (see IV. Biological Resources), the street trees will be protected in place (see Appendix A.) Therefore, there will be less than significant impact to a historical resource.

**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 a proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of a 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. Impacts to Tribal cultural resources are analyzed herein pursuant to State AB 52 under Section XVIII. Tribal Cultural Resources. Therefore, the impact would be less than significant.

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

**Less Than Significant Impact.** A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features, including human remains. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to human remains regulated under State AB 52 are discussed herein in Section XVIII. Tribal Cultural Resources. Therefore, the impact to human remains would be less than significant.

## VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.** The construction of a nine unit multi-family residential structure will result in an increase in energy use; however, the project will be subject to Title 24 California Building Codes as well as the CALGreen building code. Furthermore, the project will provide a minimum of 1,228 square feet of roof top solar panels. Due to these sustainability requirements, the building and the project's construction will minimize wasteful, inefficient, or unnecessary consumption of energy resources and the project will result in a less than significant impact.

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

**No Impact.** The subject site has not been identified for any future use for renewable resources. The project will not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Therefore, the project would have no impact.

## 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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.**

ii) **Strong seismic ground shaking?**

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

iv) **Landslides?**

i) **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. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, the proposed project would result in a less than significant impact due to a fault rupture.

ii) **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. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the development of the proposed project could expose people and structures to strong seismic ground shaking. However, the project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. As applicable, the proposed project 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 for 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) **Less Than Significant Impact.** A significant impact would occur if any unstable geological conditions would result in any type of geologic failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The applicant submitted a Geotechnical Investigation Report for the project prepared by A.G.E. Engineering dated April 22, 2019. According to the report, the site is located within an area

identified as having a potential for liquefaction as defined by the State of California per the Seismic Hazard Mapping Act of 1990. A site-specific liquefaction analysis was performed and based on the investigation and analysis the potential for the liquefaction to adversely affect the proposed structure is considered low. Furthermore, the report states that the proposed site is satisfactory for the proposed project (see Appendix B). Additionally, the Grading Division of the Los Angeles Department of Building and Safety (LADBS) reviewed the referenced report and issued a Soils Report Review Letter for the project on June 11, 2019. Subsequently, on January 21, 2020, LADBS issued a Soils Report Approval Letter for the project under Log # 108420-01 (see Appendix C). The conditions in the Soils Report Approval Letter are by reference incorporated herein. With the conditions in the Soils Report Approval Letter, impacts related to seismic induced ground failure, including liquefaction, would be less than significant.

- iv) **Less Than Significant Impact.** A significant impact due to landslides 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. The applicant submitted a Geotechnical Investigation Report for the proposed project prepared by A.G.E. Engineering dated April 22, 2019. According to the report, the site is located within an area identified as having a potential for liquefaction as defined by the State of California per the Seismic Hazard Mapping Act of 1990. A site-specific liquefaction analysis was performed and based on the investigation and analysis the potential for the liquefaction to adversely affect the proposed structure is considered low. Furthermore, the report states that the proposed site is satisfactory for the proposed project (see Appendix B). Additionally, the LADBS Grading Division reviewed the referenced report and issued a Soils Report Review Letter for the project on June 11, 2019. Subsequently, on January 21, 2020, LADBS issued a Soils Report Approval Letter for the proposed project under Log # 108420-01 (see Appendix C). The conditions in the Soils Report Approval Letter are by reference incorporated herein. With the conditions in the Soils Report Approval Letter, impacts related to seismic induced ground failure, including liquefaction, would be less than significant.

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

**Less Than Significant Impact.** A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project includes 456 cubic yards of grading (302 cubic yards of cut, 154 cubic yards of fill, 147 cubic yards of export, and no import). This grading work would result in ground surface disturbance, which could create the potential for soil erosion to occur. 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 Storm water 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 water born 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, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter dated January 21, 2020 under Log # 108420-01 (see Appendix C). Given the quantity of grading onsite, the flat topography of the site, the regulatory compliance measures required, and the required conditions in the Soils and Geology Approval Letter, a less than significant impact would occur 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. 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 Environmental and Public Facilities Maps (1996) and ZIMAS, the project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. 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. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter dated January 21, 2020 (Log Reference #108420-01), 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?**

**Less Than Significant 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, as applicable, 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?**

**Less Than Significant Impact.** The project would cause a significant impact if adequate waste water disposal is not available. The project site is located in an urbanized area, where waste water infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the site. Therefore, impacts would be less than significant.

**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 excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to human remains regulated under State AB 52 are discussed herein in Section XVIII. Tribal Cultural Resources. Therefore, the impact to paleontological resources 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"/>

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities (*CARB 2008, Climate Change Scoping Plan.*) The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs) (*CARB 2014. First Update to the Climate Change Scoping Plan.*) The 2017 Scoping Plan Update (*CARB 2017. California's 2017 Climate Change Scoping Plan.*), shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

**Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan**

<b>Emissions Scenario</b>	<b>GHG Emissions (MMTCO<sub>2e</sub>)</b>
<b>2019</b>	
2019 State GHG Emissions	404
<b>2030</b>	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%) <sup>a</sup>
<b>2045</b>	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)
<p><i>MMTCO<sub>2e</sub> = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.</i></p> <p><sup>a</sup> <math>312 - 260 = 52</math>. <math>52 / 312 = 16.7\%</math></p> <p>Source: CARB, <i>Final 2022 Climate Change Scoping Plan</i>, November 2022.</p>	

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor’s Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State’s GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of Electric Vehicle (EV) infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs in the General Plan (Housing Element, Mobility Plan 2035) and regulations such as requirements for All-Electric Buildings, the Green New Deal Green Building Code, converting the City’s fleet to zero emission vehicles, and energy emissions retrofits.

### ***Housing Element (Housing Needs Assessment)***

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City’s housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City’s population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City’s projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies



housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

### ***Mobility Plan 2035***

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016. The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

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

**Less Than Significant Impact.** California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households. This represents more than double the housing planned for during the last eight years. The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals. The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines. In addition, the Project Site's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the Project would be consistent with these reduction strategies.

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

**Less Than Significant Impact.** The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines. In addition, the Project Site's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the Project would be consistent with these reduction strategies. The Project would not involve retrofit of existing buildings and would be completely new construction. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

## IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential projects, 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. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and 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. City records show that Certificates of Occupancy for the two existing single-family dwellings on the project site were issued in 1952. Therefore, the structures on site may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). 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. A private Waldorf School is located at 17426 Sherman Way, approximately 0.2 miles east of the subject site at the southwest corner of Andasol Avenue and Sherman Way. Anatola Elementary School (LAUSD) is located approximately 0.5 miles north of the subject site at 7364 Anatola Avenue. The proposed project would include grading and construction of a multi-family residential structure. The project would be expected to use and store hazardous materials, such

as paints, solvents, cleaners, pesticides, etc. 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, the proposed project would result in a less than significant impact to students at the neighboring schools.

**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 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?**

**Less Than Significant Impact.** The subject site is located approximately 2.2 miles southwest of the Van Nuys Airport, and ZIMAS records show that the project site location is within an Airport Hazard Horizontal Surface Area. LAMC Section 12.50 regulates height limitations and use within an Airport Hazard area. The proposed development will be required to comply with all Municipal Code requirements related to airport hazards and as such, will result in a less than significant impact relative to airports.

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

**Less Than Significant Impact.** Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). Due to the sensitivity of this information, a detailed list of facilities is not provided therein. Based on the available information, the proposed project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, there is no information to indicate that the proposed project would impair implementation of or physically interfere with an

adopted emergency response plan or emergency evacuation plan, and less than significant impacts 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. According to ZIMAS records, the project site is not located in a Very High Fire Severity Zone. The proposed project would be designed and constructed in accordance with State and local Building and Fire Codes, including installing sprinklers and planting fire resistant landscaping as appropriate, to reduce the potential for exposure of people or structures to wildfires to the maximum extent possible. It is possible that occupants of the proposed project would be subject to poor air quality as a result of wildfires; however, these impacts can be mitigated by air filtration as required by local building codes. Therefore, the impact of the project in exposing people or structures to a risk of loss, injury, or death involving 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 stormwater drainage systems or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed project has 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 (LID) practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. The proposed project is a multi-family residential development that does not include potential sources of contaminants. No contaminants would be used that could potentially degrade water quality; furthermore, the project would comply with all federal, state and local regulations governing stormwater discharge. 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. 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. Therefore, the project would not require direct additions or withdrawals of groundwater, and 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;**
- 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?**

- i. **No Impact.** A significant impact would occur if the proposed project would substantially alter the course of a stream or river so that erosion or siltation would result. The subject site does not have a stream or river on or near the property. Therefore, no impact would occur.
- ii. **Less Than Significant Impact.** A significant impact would occur if the proposed project would substantially increase surface run-off in a manner that contributes to flooding. 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. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding due to surface run-off.
- iii. **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. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.
- iv. **No Impact.** A significant impact would occur if the proposed project would be located within a flood plain or would impede or redirect flood flows. According to ZIMAS and NavigateLA, the project site is not located within a flood zone. Therefore, the proposed project would not impede or redirect flood flows, and no impact 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, mudflow, or flooding. 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 in the San Fernando Valley and not near an ocean or lake. According to ZIMAS and NavigateLA, the project site is not located within a flood zone. Therefore, the project would have a less than significant impact related release of pollutants due to inundation by seiche, tsunami, mudflow, or floods.

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

**No Impact.** The project will not conflict with or obstruct the implementation of a water quality control plan or sustainable ground water management plan or regulations, including the regulations governed by the Los Angeles Regional Water Quality Control Board (LARWQCB), the National Pollutant Discharge Elimination System (NPDES), the City's Stormwater and Urban Runoff Pollution Control, the City's Low Impact Development (LID), and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). Therefore, there will be no impact to water quality control plans and sustainable groundwater management plans.

## 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 type="checkbox"/>	<input checked="" 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?

**No 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 closure or result in development of new thoroughfares or highways. The proposed project is the removal of a 30 foot building line and construction of a multi-family building in an area with existing residential and commercial uses, and would not divide an established community. Therefore, no impact would occur.

### 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.** A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Reseda – West Van Nuys Community Plan Area. The site is zoned R1-1, with a General Plan land use designation of Low Medium II Residential. The Low Medium II Residential land use designation corresponds to the RD1.5, RD2, RW2, and RZ2.5 Zones. The applicant is requesting a Zone Change to RD1.5, which corresponds to the land use designation. The subject site consists of two contiguous lots totaling 16,645 square feet. The RD Zone is a Multiple Residential Zone (Restricted Density Multiple Dwelling) that requires a minimum of 1,500 square feet of lot area per dwelling unit and a minimum lot size of 5,000 square feet. The subject site consists of two contiguous lots totaling 16,645 square feet and nine multi-family units are proposed. As such, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

## 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. 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. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. There are no known mineral resources on the local General Plan, Specific Plan, or any other land use plan. 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 checked="" type="checkbox"/>	<input 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.** 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. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels but will 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 project is required to comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, the proposed project would result in less than significant impact related to the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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

**Less Than Significant Impact.** Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. 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. By complying with regulations, the project would result in a less than significant impact related to construction vibration.

**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?**

**Less Than Significant 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 or a private airstrip. The subject site is located approximately 2.2 miles southwest of the Van Nuys Airport and is not located in the vicinity of a private airstrip. 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 or private airstrip. Therefore, a less than significant impact would occur.

## XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of nine multi-family residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Reseda – West Van Nuys Community Plan and is within the Southern California Association of Governments’ (SCAG) 2020 population projections for the City in their 2016-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional, and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately analyzed in other portions of this document. Therefore, the impact 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 potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The project site is currently improved with two single-family residential dwelling units that

are proposed for demolition to allow for the construction of nine multi-family residential dwelling units. Therefore, the project would not result in the displacement of a substantial number of existing people or housing and less than significant impact is anticipated.



## 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 100, located at 6751 Louise Avenue (approximately 1 mile southeast of the project site). The proposed project would result in the construction of nine units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. 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 the San Fernando Valley that are in close proximity to the project site (Fire Station 73 at 7419 Reseda Boulevard; Fire Station 90 at 7921 Woodley Avenue), 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 proposed project would result in the construction of nine multi-family residential dwelling units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's West Valley division, located at 19020 Vanowen Street (approximately 2.3 miles southwest of the project site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called in. Therefore, the proposed project would result in a less than significant impact related to police protection services.

#### **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 proposed project would result in the construction of nine multi-family residential dwelling units, which could increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. 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 proposed project would result in the construction of nine multi-family residential units, which could result in increased demand for parks and recreation facilities. However, 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. An existing public park, Jesse Owens Mini Park, is located at 7111 White Oak Avenue, approximately 0.5 miles southwest of

the subject site. As such, 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 proposed project would result in the loss of two single-family dwellings and the construction of nine new multi-family residential units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on 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?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project would 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. 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 loss of two single-family residential units and addition of nine multi-family residential units under the project yields a net gain of seven residential dwelling units. This gain of residential units would not significantly increase the use of existing parks or recreational services in the area. As such, the proposed project would result in a less than significant impact on park facilities.

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project included recreational facilities or required the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. 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 proposed project would result in the construction of nine multi-family residential units, which includes Code required open space

to serve project residents. Specifically, the project is providing 1,560 square feet (15 x 104 feet) of open space on the second floor that includes benches for seating. This project-required open space would not adversely affect the environment. Furthermore, the proposed project would not create capacity or service level problems or result in substantial physical impacts associated with the provision of new or altered parks facilities. An existing public park, Jesse Owens Mini Park, is located at 7111 White Oak Avenue, approximately 0.5 miles southwest of the subject site. As such, the proposed project would result in a less than significant impact on park facilities.

## 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 with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 Impact.** A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, or pedestrian facilities. The project is the removal of a building line and the demolition of two single-family residential dwelling units and the construction of nine multi-family residential units yielding a net increase of seven residential dwelling units on the subject site. The project is subject to the review of the Bureau of Engineering (BOE) and Los Angeles Department of Transportation (LADOT). Ingress/egress and dedications and improvements to the site will be made in accordance with the Mobility Plan 2035 and regional and statewide plans, ordinances, and policies. Therefore, impacts would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was

created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours.

The project was analyzed using the LADOT Vehicle Miles Traveled (VMT) calculator. Currently, the project site is improved with two single-family dwellings yielding 17 daily vehicle trips and 126 daily vehicle miles traveled. The proposed project would add 29 net daily trips for a total of 46 daily vehicle trips and 213 net daily vehicle miles traveled for a total of 339 daily vehicle miles traveled. The proposed project does not generate 250 or more daily vehicle trips and is not required to be referred to LADOT for further assessment. Therefore, 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 Impact.** A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses in the area. As such, impacts would be less than significant.

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

**Less Than Significant 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. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). Due to the sensitivity of this information, a detailed list of facilities is not provided therein. Based on the available information, the proposed project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, there is no information to indicate that the proposed project would result in inadequate emergency access or interfere with an emergency response plan or emergency evacuation plan. Therefore, less than significant impacts 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 With Mitigation.** 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.

In response to the applicant’s request for a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, the NAHC provided the results of a SLF search dated April 21,



2022 (see Appendix E). The SLF search shows negative results for the project site and states that the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. The NAHC recommends that other sources of cultural resources including Native Tribes be contacted for information regarding known and recorded sites.

A California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) records search (SCCIC File #: 21339.7423) was provided by the California State University, Fullerton, Department of Anthropology dated June 29, 2020 (see Appendix D). The report states that no archaeological resources are recorded in the project area or within a specified radius (0.5 mile radius) around the project area. However, the report also states that does not necessarily mean that nothing is there. It may mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed to the knowledge of the SCCIC. Furthermore, the SCCIC report states that a records search results does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities. According to the CHRIS search, the project site has not been subjected to any previous studies and the cultural resource sensitivity of the project site is unknown. Although the project site is currently developed, there is the potential for the discovery of prehistoric and historic cultural resources within the project boundaries. Therefore, the CHRIS search recommendations include customary caution and a halt-work condition to be in place for any ground-disturbing activities including an assessment and recommendations by a qualified archaeological consultant as well as consultation with the Native American Heritage Commission.

On December 26, 2019, notification was mailed to 11 Tribes that are traditionally and culturally affiliated with the geographic area associated with the proposed project. On January 7, 2020, Planning staff received a request for consultation from the Gabrieleño Band of Mission Indians - Kizh Nation. Consultation began on February 26, 2020 with Department of City Planning staff and Tribal members. During the consultation, the Tribe discussed the regional significance of the project site to the Tribe, particularly along Sherman Way where the project is located. Tribal trade routes were located along waterways including the LA River and railways, including the old Pacific Electric railway along Sherman Way. As such, the LA River and railways are part of the Tribal sacred landscape. Furthermore, the Tribe provided confidential maps that show the Tribe was located in proximity to the subject site. Tribal members continued to provide materials via email (July 8, 2020, July 17, 2020) including an article from the Los Angeles Times referencing archeological remnants of "The Lost Village of Encino," an Indian village in the nearby community of Encino. Consultation continued until July 27, 2021 when the City closed consultation and stated its intent to use its standard Tribal mitigation measure and provided a copy of the mitigation measure. Following the close of consultation, on September 1, 2021, the Tribe requested that the City use a mitigation measure recommended by the Tribe. Based on evidence submitted by the Tribe, some of which is confidential in nature, the City is recommending use of its standard mitigation measure. As mitigated herein, any impacts to Tribal cultural resources are less than significant.

### **TCR-1. Tribal Monitor**

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify

subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.
2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.
6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

**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 With Mitigation.** See a) above.

**TCR-1. Tribal Monitor**

## 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 may occur if the project would require or result in the relocation or construction of water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities to such a degree that the construction or relocation of which would cause significant environmental effects. The subject property is located in an established neighborhood in the Reseda - West Van Nuys community that has long been developed and urbanized. The project is entirely consistent with the applicable City long-range and development plans, which have accounted for any potential project impacts on utility capacity and infrastructure. In addition, the project will comply with all applicable regulations

regarding energy usage and discharge, per the requirements of the applicable managing utility departments/agencies. Therefore, the project will have a less than significant impact on the relocation or construction of new or expanded utility facilities.

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

**Less Than Significant Impact.** 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 removal of a building line along Sherman Way and the construction of nine multi-family residential dwelling units as a result of 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 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 less than significant impact related to water supplies.

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

**Less Than Significant Impact.** A significant impact may occur if the amount of wastewater that the project would generate would exceed the capacity of the existing wastewater treatment provider. Although the project proposes to intensify the residential density on the subject property, it is unlikely to generate such a substantial increase in demand that would exceed the capacity of the existing wastewater treatment system. In addition, all wastewater from the project will be treated in accordance with the requirements of the Los Angeles Regional Water Quality Control Board. The project is entirely consistent with the applicable City long-range and development plans and projected growth, and thus alone will not likely exceed the capacity of the existing system. Prior to any construction activities, the applicant will be required to coordinate with the Los Angeles Bureau of Sanitation to determine the exact wastewater conveyance requirements of the proposed project. Any upgrades to the wastewater infrastructure in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as a part of the development. Therefore, the project will have a less than significant impact on wastewater capacity.

**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 may occur if the amount of solid waste that the project would generate would exceed the capacity of existing infrastructure. The Los

Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the project proposes to intensify the existing residential use on the subject property, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the project will have a less than significant impact on the generation of solid waste.

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

**Less Than Significant Impact.** A significant impact may occur if the project would conflict with any statutes and regulations governing solid waste. The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the project proposes to intensify the existing residential use on the subject property, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the project will have a less than significant impact on statutes and regulations governing solid waste.

## 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>



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

**Less Than Significant Impact.** Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). The City of Los Angeles Emergency Management Department coordinates with City departments, municipalities, and community-based organizations to ensure that the City and its residents have the resources to prepare, respond, and recover from emergencies, disasters and significant events. The City's Emergency Operations Organization comprises all agencies of the City's government, including Fire. Therefore, the removal of a building line and construction of nine multi-family residential units will not significantly impair any adopted emergency response plan or emergency evacuation.

**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?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project exposed people to pollutant concentrations from a wildfire. The greatest wildfire risks are in areas designated as a Very High Fire Severity Zone, High Wind Velocity Area, and Hillside areas. The subject site is not located within a Very High Fire Severity Zone, High Wind Velocity Area, or Hillside area. The subject site is located on a flat in-fill site that is surrounded by improved properties. The project site is located in the San Fernando Valley which is surrounded by mountain ranges on all sides (Santa Susana Mountains to the northwest, Simi Hills to the west, Santa Monica Mountains to the south, Verdugo Mountains to the east, San Gabriel Mountains to the northeast). It is possible that pollutant concentrations from wildfires in mountain ranges surrounding the San Fernando Valley could negatively impact the subject site. Impacts to project residents due to pollutant concentrations can be mitigated on an as needed basis by closing windows and using individual air filtration devices. Therefore, the impact of a possible spread of a wildfire would be less than significant.

**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?**

**Less Than Significant Impact.** A significant impact may occur if a project would require the installation or maintenance of associated infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment. The project would involve the removal of a building line and the construction of a nine unit multi-family structure in a highly urbanized area of the City of Los Angeles. No roads, fuel breaks, or emergency water sources would be installed or maintained. Installation of any required power lines or other utilities would be done in a manner consistent with other construction projects typical of urban development requiring connection to the existing utility grid and infrastructure and in accordance with applicable City building codes and utility provider policies and would not exacerbate fire risk. Hydrants, water lines, and water tanks would be installed per Fire Code requirements. In addition, the LAFD would review the plans for compliance with applicable City Fire Code, California Fire Code, City of Los

Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the project would not create any undue fire hazard. Automatic fire sprinkler systems are also required for the proposed land uses as part of the project. Compliance with all building code, developmental regulations, and utility providers' requirements and policies would ensure that the project would not exacerbate fire risks and impacts would be less than significant.

**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?**

**Less Than Significant Impact.** A significant impact may occur if a project were to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. The project site is located on two flat lots and is not in a designated Hillside area. Furthermore, the site is not designated as a Landslide area and is outside of a flood zone. The project would be required to comply with all developmental regulations, City building codes, and regulatory compliance measures with regard to fire safety. Therefore, impacts would be less than significant.

## 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 of this Initial Study and as mitigated, 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. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels.

**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 products, would result in impacts that are less than significant when viewed separately, but significant when viewed together. Although other projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less than significant levels.

**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 mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures 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.

## 5. PREPARERS AND PERSONS CONSULTED

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## **6. REFERENCES, ACRONYMS AND ABBREVIATIONS**

ACM - asbestos-containing materials

AQMP – Air Quality Management Plan

BMP – Best Management Practices

BOS – City of Los Angeles Bureau of Sanitation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CEQA – California Environmental Quality Act

CFGC – California Fish and Game Code

CMP – Congestion Management Program

DTSC – California Department of Toxic Substances Control

EV – Electric Vehicle

FMMP – Farmland Mapping and Monitoring Program

GHG – greenhouse gasses

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAFD – Los Angeles Fire Department

LAGBC – Los Angeles Green Building Code

LAMC – Los Angeles Municipal Code

LAPD – Los Angeles Police Department

LBP – lead-based paint

LESA - Land Evaluation and Site Assessment

LID – low impact development

LST – localized significance thresholds

MBTA – Migratory Bird Treaty Act

Metro – Los Angeles County Metropolitan Transportation Authority

MND – Mitigated Negative Declaration

NAHC – Native American Heritage Commission

PRC – California Public Resources Code

RAP – Los Angeles Department of Recreation and Parks

REC – Recognized Environmental Condition

RHNA – Regional Housing Needs Assessment

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCAQMD – South Coast Air Quality Management District

SCCIC - Central Coastal Information Center

SCS – Sustainable Communities Strategy

SLCP – Short Lived Climate Pollutants

TDP - Treatment and Disposition Plan

UBC – Uniform Building Code

USFWS – U.S. Fish and Wildlife Services