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**16600 – 16602 West Vanowen Street
16601 W. Archwood Street**

Case Number: ENV-2024-575-MND

Project Location: 16600 – 16602 West Vanowen Street and 16601 W. Archwood Street, 91406

Community Plan Area: Reseda – West Van Nuys

Council District: 6 – Padilla

Project Description: The proposed project is the construction, use and maintenance of a new two-story, 33 feet in height, 56,366 square foot public charter school with a maximum enrollment of 564 students (grades 6-12) on two vacant, adjoining lots totaling approximately 108,938 square feet (2.5 acres). As proposed, the project includes 27 classrooms, administrative office space, a 1,753 square foot Multipurpose Room (MPR), 16,738 square foot gymnasium, and 14,363 square foot play yard area. The applicant is proposing to provide 91 automobile parking spaces, 111 bicycle parking spaces (108 short-term and 3 long-term), 400 square feet of loading space, 25,253 square feet of landscaping, and 47,473 square feet of hardscape. Additionally, the project proposes to maintain the existing eight foot concrete cement wall along the perimeter of the south and west property lines and proposes an eight foot wrought iron fence along the north and east property lines with the exception of two eight foot vehicle gates to be located at the ingress and egress along the southeastern property line on De Celis Place and northwestern property line along Vanowen Street. An eight foot pedestrian gate is also proposed at the northwestern portion of the property. One 16 foot high net is proposed along the northeastern property line to shield any oncoming traffic from play area activity. The proposed project would include the removal of 20 mature, significant trees and no grading. The project proposes a total of 39 replacement trees (including 23 parking lot shade trees).

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

MPM 16600 Vanowen Street, LLC
Attn: Alfredo Rubalcaba

April 2025

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed 16600 – 16602 West Vanowen Street and 16601 W. Archwood Street project (“project”). The proposed project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the project will not result in significant impacts on the environment. This Initial Study and 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

PROJECT TITLE	16600 – 16602 WEST VANOWEN STREET AND 16601 W. ARCHWOOD STREET
ENVIRONMENTAL CASE NO.	ENV-2024-575-MND
RELATED CASES	CPC-2024-574-CU3-ZV-PR-F-WDI

PROJECT LOCATION	16600 – 16602 WEST VANOWEN STREET AND 16601 W. ARCHWOOD STREET
COMMUNITY PLAN AREA	RESEDA – WEST VAN NUYS
GENERAL PLAN DESIGNATION	LOW RESIDENTIAL
ZONING	R1-1-RIO
COUNCIL DISTRICT	6 – PADILLA

LEAD AGENCY	City of Los Angeles
STAFF CONTACT	COURTNEY YELLEN
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APPLICANT	ALFREDO RUBALCAVA
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PHONE NUMBER	(213) 628-3634

PROJECT DESCRIPTION

The proposed project is the construction, use and maintenance of a new two-story, 33 feet in height, 56,366 square foot public charter school with a maximum enrollment of 564 students (grades 6-12) on two vacant, adjoining lots totaling approximately 108,938 square feet (2.5 acres). As proposed, the project includes 27 classrooms, administrative office space, a 1,753 square foot Multipurpose Room (MPR), 16,738 square foot gymnasium, and 14,363 square foot play yard area. The applicant is proposing to provide 91 automobile parking spaces, 111 bicycle parking spaces (108 short-term and 3 long-term), 400 square feet of loading space, 25,253 square feet of landscaping, and 47,473 square feet of hardscape. Additionally, the project proposes to maintain the existing eight foot concrete cement wall along the perimeter of the south and west property lines and proposes an eight foot wrought iron fence along the north and east property lines with the exception of two eight foot vehicle gates to be located at the ingress and egress along the southeastern property line on De Celis Place and northwestern property line along Vanowen Street. An eight foot pedestrian gate is also proposed at the northwestern portion of the property. One 16 foot high net is proposed along the northeastern property line to shield any oncoming traffic from play area activity. The proposed project would include the removal of 20 mature, significant trees and no grading. The project proposes a total of 39 replacement trees (including 23 parking lot shade trees).

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

ENVIRONMENTAL SETTING

The subject site consists of two flat contiguous lots totaling 108,938 square feet (2.5 acres) at the southwest corner of Vanowen Street and De Celis Place in the Reseda – West Van Nuys Community Plan (Community Plan) area. Both lots are zoned R1-1-RIO and designated Low Residential by the Community Plan. The irregular-shaped subject site includes approximately 351 feet of frontage along Vanowen street and approximately 411 feet at the rear property line along Archwood Street. The project site is currently vacant, and was previously improved with a single family residence, garage, proshop, storage, and two barns. On July 7, 2020, a demolition permit was issued by the Los Angeles Department of Building and Safety (LADBS) under Permit No. 20019-20000-01798.

The project site is listed on SurveyLA as “appears eligible” for the National Register, California Register and local listing due to the historical significance of agriculture and “its association with Jue Joe, a notable Chinese immigrant farmer who prospered and had a strong influence on the regional agricultural industry at a time when people of Chinese descent were not legally allowed to own land in California” (SurveyLA. (Year). *Reseda-West Van Nuys Historic Districts, Planning Districts and Multi-Property Resources*. Los Angeles Office of Historic Resources). By 1978, the property was owned by D. Moe and the ranch house was converted to a proshop for the associated tennis courts located west of the subject site. Furthermore, on July 7, 2020, a demolition permit was issued by the Los Angeles Department of Building and Safety (LADBS) under Permit No. 20019-20000-01798 to demolish the remaining existing structures including a single family residence, garage, proshop, storage, and two barns leaving the site currently vacant.

The surrounding area is characterized by a mix of residential, commercial, and industrial properties. Properties located directly north of the subject site are zoned RD2-1 and R1-1 with a land use designation of Low Medium II Residential and improved with a church (Saint Michael Antiochian Orthodox) and a two-story, multi-unit apartment complex. Properties located further north and northeast are zoned R1-1 and R3-1 with land use designations of Low Medium II Residential and Medium Residential. The area is similarly improved with single family residences and multi-unit apartment complexes. Properties located directly east are zoned RD2-1-RIO and R1-1-RIO with land use designations of Low Medium II Residential and Low Residential and developed with a four-story, multi-unit residential apartment complex with ground floor parking and a vacant lot. Further east, properties are zoned C2-1VL-RIO, [Q]C2-1VL, [T][Q]MR1-1VL-RIO and developed with various commercial and industrial uses. Properties located directly south of the subject site are zoned R1-1-RIO with a land use designation of Low Residential and developed with a single family neighborhood. The property adjoining the subject site directly west is zoned R1-1-RIO with a land use designation of Low Residential and developed with tennis courts and associated parking. This site is also found under the owned by the same owner of the subject project, however, is not a part of the project. Properties located further west across Bull Creek are zoned RD2-1-RIO with a land use designation of Low Medium II Residential and developed with a gated community that includes townhouses.

Independence High School (LAUSD Continuation High School), Daniel Pearl Magnet High School (LAUSD Magnet School), and Valley Alternative Magnet School, and William Mulholland Middle School (LAUSD Middle School) are located west less than a half mile from the subject site along Balboa Boulevard and Vanowen Street between Balboa Boulevard and Aldea Avenue. The school sites are zoned [Q]PF-1XL-RIO and designated Public Facilities. The subject project (Magnolia Charter School) is a second location with the original located along the north side of Victory Boulevard between Aldea Avenue and Balboa Boulevard, less than a half mile away. The southern portion of Van Nuys Airport and northern portion of Van Nuys Golf Course can be found less than a half mile east of the subject property.

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

None

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

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.

Courtney Yellen
PRINTED NAME

Planning Assistant
TITLE

Courtney Yellen
SIGNATURE

4/17/2025
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 the construction, use and maintenance of a new two-story, 33 feet in height, 56,366 square foot public charter school with a maximum enrollment of 564 students (grades 6-12) on two vacant, adjoining lots totaling approximately 108,938 square feet (2.5 acres). As proposed, the project includes 27 classrooms, administrative office space, a 1,753 square foot Multipurpose Room (MPR), 16,738 square foot gymnasium, and 14,363 square foot play yard area. The applicant is proposing to provide 91 automobile parking spaces, 111 bicycle parking spaces (108 short-term and 3 long-term), 400 square feet of loading space, 25,253 square feet of landscaping, and 47,473 square feet of hardscape. Additionally, the project proposes to maintain the existing eight foot concrete cement wall along the perimeter of the south and west property lines and proposes an eight foot wrought iron fence along the north and east property lines with the exception of two eight foot vehicle gates to be located at the ingress and egress along the southeastern property line on De Celis Place and northwestern property line along Vanowen Street. An eight foot pedestrian gate is also proposed at the northwestern portion of the property. One 16 foot high net is proposed along the northeastern property line to shield any oncoming traffic from play area activity. The proposed project would include the removal of 20 mature, significant trees and no grading. The project proposes a total of 39 replacement trees (including 23 parking lot shade trees).

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

As shown in **Figure A-1**, the project site is located on two contiguous parcels totaling 108,938 square feet (2.5 acres) at 16600- 16602 West Vanowen Street and 16601 W. Archwood Street (APN(s) 2231-007-008 & 2231-007-016) at the southwest corner of Vanowen Street and De Celis Place in the Reseda – West Van Nuys Community Plan Area. The project is not located within a specific plan or any other geographic overlay area.



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

3.2.2 Existing Conditions

The project site consists of two contiguous parcels totaling 108,938 square feet (2.5 acres). The project is not located within a specific plan or any other geographic overlay area. As shown in **Figure A-2** and **Figure A-3**, the project site is located within the Reseda – West Van Nuys Community Plan area of Los Angeles and is designated as Low Residential by the Community Plan and zoned R1-1-1. The use of a school is permitted in the R1-1 with the application of a Class 3 Conditional Use Permit (CUP). The project site is located in the River Implementation Overlay District (RIO) (Zoning Information Bulletin ZI-2358) and Modifications to Single Family Zones and Single Family Zone Hillside Area Regulations (Zoning Information Bulletin ZA-2462). Additionally, the project site is located in an Airport Hazard Horizontal Surface Area, Urban Agricultural Incentive Zone, Liquefaction area or flood hazard areas.

The project site is listed on SurveyLA as “appears eligible” for the National Register, California Register and local listing due to the historical significance of agriculture and “its association with Jue Joe, a notable Chinese immigrant farmer who prospered and had a strong influence on the regional agricultural industry at a time when people of Chinese descent were not legally allowed to own land in California” (SurveyLA. (Year). *Reseda-West Van Nuys Historic Districts, Planning Districts and Multi-Property Resources*. Los Angeles Office of Historic Resources). By 1978, the property was owned by D. Moe and the ranch house was converted to a proshop for the associated tennis courts located west of the subject site. Furthermore, on July 7, 2020, a demolition permit was issued by the Los Angeles Department of Building and Safety (LADBS) under Permit No. 20019-20000-01798 to demolish the remaining existing structures including a single family residence, garage, proshop, storage, and two barns leaving the site currently vacant. The subject site

includes approximately 351 feet of frontage along Vanowen street and approximately 411 feet at the rear property line along Archwood Street. The subject site is generally rectangular in shape with a lot depth of approximately 284 feet.

There are 20 significant, mature trees onsite. None of the 20 trees are protected species or within the public right-of-way. As proposed, all 20 trees will be removed and replaced with 39 trees including 23 parking lot shade trees.

Vanowen Street is designated as an Avenue II by the Mobility Plan 2035 with a designated right-of-way width of 86 feet and a designated roadway width of 56 feet. Vanowen Street is currently improved with a sidewalk, curb and gutter. The applicant is requesting a Waiver of Dedication to waive a three foot dedication along Vanowen Street.

De Celis Place is designated as a Collector street by the Mobility Plan 2035 with a designated right-of-way width of 66 feet and a designated roadway width of 40 feet and improved with a sidewalk, curb and gutter.

Archwood Street is designated as a Local Street - Standard by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet and improved with a sidewalk, curb and gutter.

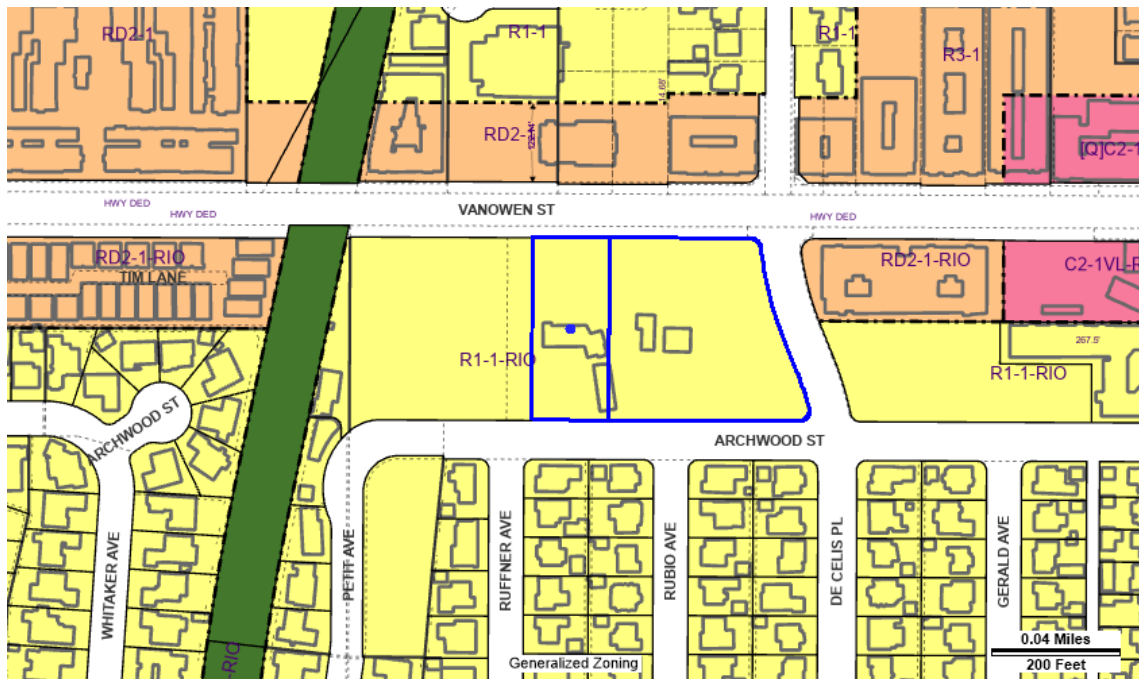


Figure A-2. ZIMAS Map



Figure A-3. ZIMAS General Plan Land Use Map

3.2.3 Surrounding Land Uses

The surrounding area is characterized by a mix of residential, commercial, and industrial properties. Properties located directly north of the subject site are zoned RD2-1 and R1-1 with a land use designation of Low Medium II Residential and improved with a church (Saint Michael Antiochian Orthodox) and a two-story, multi-unit apartment complex. Properties located further north and northeast are zoned R1-1 and R3-1 with land use designations of Low Medium II Residential and Medium Residential. The area is similarly improved with single family residences and multi-unit apartment complexes. Properties located directly east are zoned RD2-1-RIO and R1-1-RIO with land use designations of Low Medium II Residential and Low Residential and developed with a four-story, multi-unit residential apartment complex with ground floor parking and a vacant lot. Further east, properties are zoned C2-1VL-RIO, [Q]C2-1VL, [T][Q]MR1-1VL-RIO and developed with various commercial and industrial uses. Properties located directly south of the subject site are zoned R1-1-RIO with a land use designation of Low Residential and developed with a single family neighborhood. The property adjoining the subject site directly west is zoned R1-1-RIO with a land use designation of Low Residential and developed with tennis courts and associated parking. This site is also found under the owned by the same owner of the subject project, however, is not a part of the project. Properties located further west across Bull Creek are zoned RD2-1-RIO with a land use designation of Low Medium II Residential and developed with a gated community that includes townhouses.

Independence High School (LAUSD Continuation High School), Daniel Pearl Magnet High School (LAUSD Magnet School), and Valley Alternative Magnet School, and William Mulholland Middle School (LAUSD Middle School) are located west less than a half mile from the subject site along Balboa Boulevard and Vanowen Street between Balboa Boulevard and Aldea Avenue. The school sites are zoned [Q]PF-1XL-RIO and designated

Public Facilities. The subject project (Magnolia Charter School) is a second location with the original located along the north side Victory Boulevard between Aldea Avenue and Balboa Boulevard, less than a half mile away. The southern portion of Van Nuys Airport and northern portion of Van Nuys Golf Course can be found less than a half mile east of the subject property.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

As previously discussed, the proposed project is the construction, use and maintenance of a new two-story, 33 feet in height, 56,366 square foot public charter school with a maximum enrollment of 564 students (grades 6-12) on two vacant, adjoining lots totaling approximately 108,938 square feet (2.5 acres). As proposed, the project includes 27 classrooms, a 1,753 square foot Multipurpose Room (MPR), administrative office space, 16,738 square foot gymnasium, and 14,363 square foot play yard area. The applicant is proposing to provide 91 automobile parking spaces, 111 bicycle parking spaces (108 short-term and 3 long-term), 400 square feet of loading space, 25,253 square feet of landscaping, and 47,473 square feet of hardscape. Additionally, the project proposes to maintain the existing eight foot concrete cement wall along the perimeter of the south and west property lines and proposes an eight foot wrought iron fence along the north and east property lines with the exception of two eight foot vehicle gates to be located at the ingress and egress along the southeastern property line on De Celis Place and northwestern property line along Vanowen Street. An eight foot pedestrian gate is also proposed at the northwestern portion of the property. One 16 foot high net is proposed along the northeastern property line to shield any oncoming traffic from play area activity. The proposed project would include the removal of 20 mature, significant trees and no grading. The project proposes a total of 39 replacement trees (including 23 parking lot shade trees).

3.3.2 Open Space and Landscaping

Pursuant to LAMC Section 12.42 B.2 and Ordinance No. 170,978 (Landscape Ordinance), the proposed surface parking lot is subject to the City of Los Angeles Landscape Guidelines to provide one tree for every four parking stalls, resulting a total of 23 trees within the parking lot. The proposed project provides a total of 91 parking spaces and proposes a total of 23 trees of a minimum 24-inch box size shade trees (13 Canary Island Pine, four Island Oak, one Coast Live Oak, two Brisbane, two Purple Orchards, and one California Sycamore) within the parking lot. The project proposes to provide a variable 24 feet of landscaping along the northern property line, a variable 29 feet of landscaping along the southern property line, and landscaping of variable dimensions along the east and west property line. The project proposes a total of approximately 25,253 square feet of landscape area (approximately 23%) of various grasses, shrubs, and trees.

There are currently 20 trees on the project site. There are no native, protected trees on site. The project proposes the removal of all 20 mature, significant non-native trees. The applicant is proposing a total of 39 replacement trees including Purple Orchid, Western Redbud, Australian Willow, Brisbane, Canary Island Pine, California Sycamore, Thornless Chilean Mesquite, Coast Live Oak, Island Oak, and Pink Dawn Chitalpa according to their landscape plan.

3.3.3 Design and Architecture

The proposed two-story, 33 feet in height, 56,366 square foot public charter school is designed with 27 classrooms (including three science classrooms and one lab). A gymnasium, lockers, and play yard is proposed along the northern property line with associated bathrooms, storage, and office space. Outdoor seating (cafeteria) can be found on the most eastern portion of the subject site just outside of the Multipurpose Room and server as shown on Exhibit A. Short term bicycle parking is proposed at the southeastern corner portion of the subject site on the west side of De Celis Place and north side of Archwood Street. A trash/recycling area and transformer can be found at the southwest corner of the subject site adjoining the proposed automobile parking to the north and east along the south and west property lines.

Pedestrian access to the subject site can be found at the northwest portion of the subject property just east of the proposed egress (vehicle exit). The project is designed with four classroom types: regular classrooms, support classrooms, science classrooms, and a lab. The first floor proposes a lobby, administrative, and student resource rooms (i.e. counseling, parent center, etc.) located at the most eastern portion of the main building with main access facing west towards the west parking stalls. Access to classrooms, storage and bathrooms can be found along the hallway of the main building. A multipurpose room, server and storage is located on the most eastern portion of the main building with access facing east to the outdoor seating area. Three stairways are proposed throughout the main building to accessing both the east and west portions of the second floor from inside the building and an external stairwell located on the northeast portion of the building to access the second floor from the outdoor corridor.

The proposed structures will feature a smooth exterior plaster finish in “Swirling Smoke” and “Cool Charcoal”, with integral canopies in the color “Reign Over Me” and anodized clear windows. To minimize sun exposure, aluminum shade canopies are proposed along the south-facing elevations. The proposed concrete wall and wrought iron fence will be designed in complementary shades of gray to harmonize with the buildings. Additionally, the pole sign, mural, and vehicle entrance sign will incorporate similar shades of gray, white, and purple, aligning with the school’s color scheme to ensure a cohesive aesthetic with the overall design.

3.3.4 Access, Circulation, and Parking

The subject lot is situated on the south side of Vanowen Street, to the west of De Celis Street, and north of Archwood Street. Vanowen Street is designated as an Avenue II by the Mobility Plan 2035 with a designated right-of-way width of 86 feet and a designated roadway width of 56 feet. Vanowen Street is currently improved with a sidewalk, curb and gutter. The applicant is requesting a Waiver of Dedication to waive a three foot dedication along Vanowen Street. De Celis Place is designated as a Collector street by the Mobility Plan 2035 with a designated right-of-way width of 66 feet and a designated roadway width of 40 feet and improved with a sidewalk, curb and gutter. Archwood Street is designated as a Local Street - Standard by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet and improved with a sidewalk, curb and gutter.

Vehicular access to the subject site will be provided via a pair of new one-way driveways. An inbound-only driveway will be located along the west side of De Celis Place and an outbound-only driveway will be provided at the south side of Vanowen Street.

Pursuant to LAMC Section 12.21 A.4, the project is required to provide a minimum of 90 parking spaces. As proposed, the project will provide 91 vehicle parking spaces. In addition, pursuant to LAMC Section 12.21 A.16, the project is required to provide 111 bicycle parking spaces (108 short-term and three long-term). As proposed, the project will provide 108 short-term and three long-term bicycle spaces.

3.3.5 Signage

The proposed signage for the project includes several elements that exceed the maximum allowable signage in the R1-1 zone:

- **Sign A:** A double-face pole sign with a message board, proposed to be 63 square feet and 28 feet tall.
- **Sign B:** An entry sign for vehicles, proposed to be 30.7 square feet.
- **Mural:** A mural sign covering 941 square feet.

The proposed signage exceeds the zoning limits due to the size of the 2.5 school campus. The strict application of the zoning code, which allows only 20 square feet of signage, would make it impractical to adequately identify the large site or direct traffic. The pole sign (Sign A as shown on the applicant's plans) will feature a message board to communicate school programs and community events. The vehicle entrance sign (Sign B as shown on the applicant's plans), located at the vehicle entrance at the southeast corner of the subject site with access from De Celis Place is proposed to direct traffic, particularly during student drop-off and pick-up. The mural will display the school's logo facing east towards the proposed play yard and De Celis Place.

3.3.6 Sustainability Features

The Green Code and Title 24 apply to the project. As shown on the applicant's plans, the project is providing five EVCS capable stalls and 2,807 square feet of rooftop solar. The project will be reviewed for compliance by the Bureau of Sanitation and the Los Angeles Department of Building and Safety.

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 Chapter 1, Los Angeles Municipal Code (LAMC) Section 12.24 U.24, and pursuant to Chapter 1A, Section 13B.2.3, a Class 3 Conditional Use Permit (CUP) to allow the construction, use, and maintenance of a new public charter school (grades 6-12) with a maximum enrollment of 564 students in the R1-1-RIO zone with the following deviations:
 - A deviation to allow a maximum building height of 33 feet in lieu of 28 feet otherwise allowed pursuant to LAMC 12.21.1.
- Pursuant to Chapter 1, Los Angeles Municipal Code (LAMC) Section 12.24 X.7, and pursuant to Chapter 1A, Section 13B.2.1, a Class 1 Conditional Use Permit (CUP) to allow the construction, use, and maintenance of an eight-foot-high fence within the front, side, and rear yard setbacks in lieu of the otherwise permitted six feet.
- Pursuant to Chapter 1, Los Angeles Municipal Code (LAMC) Section 12.28, and pursuant to Chapter 1A, Section 13B.5.2, an Adjustment for relief from Chapter 1, LAMC Section 12.21 C.1(g) which requires that every required front, side and rear yard shall be open and unobstructed from the ground to the sky to allow a sports net with a maximum height of 16 feet within the required front and side yard setback.
- Pursuant to Chapter 1, Los Angeles Municipal Code (LAMC) Section 12.27, and pursuant to Chapter 1A, Section 13B.5.3, a Variance to allow 28 feet in height, 63 square foot double face pole sign, a 30.7 square foot identification sign, and a 941 square foot mural for a total of 1,034.7 square feet of signage in lieu of the otherwise allowed maximum of 20 square feet pursuant to LAMC 12.21.A.7.
- Pursuant to Chapter 1, Los Angeles Municipal Code (LAMC) Section 12.27, and pursuant to Chapter 1 A, Section 13B.5.3, a Variance to allow a Floor Area Ratio (FAR) of 51%, calculated as Residential Floor Area, instead of the 45% otherwise permitted. This calculation considers that any structure with a ceiling height of 14 feet or higher will have its floor area counted twice.
- Pursuant to Chapter 1, Los Angeles Municipal Code (LAMC) Section 12.37, a Waiver of Dedication to deviate from a three foot dedication along Vanowen Street to allow a 30 foot wide half right-of-way in lieu of the otherwise required 33 feet.
- Pursuant to Chapter 1, Los Angeles Municipal Code (LAMC) Section 16.05, and pursuant to Chapter 1A, Section 13B.2.4, a Project Review for a development project which creates or results in an increase of 50,000 gross square feet or more of non-residential floor area.
- 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

No Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista or if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks 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 site is located within a fully developed area of the Reseda – West Van Nuys Community Plan. There are no designated scenic vistas identified in the Reseda – West Van

Nuys Community Plan. Views from the project site are limited by the relatively undifferentiated and flat topography of the area and the residential and commercial development lining the surrounding major street corridors (Vanowen Street). Distant views of the Santa Monica Mountain vistas are available from Vanowen Street, looking to the south. However, given the topography of the surrounding area, panoramic views from local streets are obstructed by intervening buildings near the project site. Development of the proposed project would result in an incremental intensification of existing prevailing land uses in an already urbanized area of Los Angeles. Furthermore, development of the project and related projects is expected to occur in accordance with adopted plans and regulations. Therefore, cumulative aesthetic impacts would be less than significant.

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

No Impact. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway.

According to the California Department of Transportation California Scenic Highway Map, the project site is not located along or within a state scenic highway. Therefore, there would be no impact to scenic resources within a state scenic highway and no mitigation measures are required herein.

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 is located in a highly urbanized area in the Reseda – West Van Nuys Community Plan. The project area is developed with residential, commercial, and industrial land uses. As mentioned, the project site is listed on SurveyLA as “appears eligible” for the National Register, California Register and local listing due to the historical significance of agriculture and “its association with Jue Joe, a notable Chinese immigrant farmer who prospered and had a strong influence on the regional agricultural industry at a time when people of Chinese descent were not legally allowed to own land in California” (SurveyLA. (Year). *Reseda-West Van Nuys Historic Districts, Planning Districts and Multi-Property Resources*. Los Angeles Office of Historic Resources). By 1978, the property was owned by D. Moe and the ranch house was converted to a proshop for the associated tennis courts located west of the subject site. Furthermore, on July 7, 2020, a demolition permit was issued by the Los Angeles Department of Building and Safety (LADBS) under Permit No. 20019-20000-01798 to demolish the remaining existing structures including a single family residence, garage, proshop, storage, and two barns. As a result, the site no longer retains the characteristics that would typically contribute to its historical value, and its previous agricultural use is no longer a defining aspect of its current status.

As shown on the applicant's plans, as required by the Code, and as further mitigated herein, the project will include landscaping improvement to enhance the visual quality of the area. Pursuant to LAMC Section 12.42 and Ordinance No. 170,978 (Landscape Ordinance), the proposed surface parking lot is subject to the City of Los Angeles Landscape Guidelines to provide one tree for every four parking stalls, resulting a total of 23 trees within the parking lot. The proposed project provides a total of 91 parking spaces and proposes a total of 23 trees with a minimum 24-inch box size shade trees (13 Canary Island Pine, four Island Oak, one Coast Live Oak, two Brisbane, two Purple Orchards, and one California Sycamore) within the parking lot. The project proposes to provide a variable 24 feet of landscaping along the northern property line, a variable 29 feet of landscaping along the southern property line, and landscaping of variable dimensions along the east and west property line. The project proposes a total of approximately 25,253 square feet of landscape area (approximately 23%) of various grasses, shrubs, and trees.

There are currently 20 trees on the project site. There are no native, protected trees on site. The project proposes the removal of all 20 mature, significant non-native trees. The applicant is proposing a total of 39 replacement trees including Purple Orchid, Western Redbud, Australian Willow, Brisbane, Canary Island Pine, California Sycamore, Thornless Chilean Mesquite, Coast Live Oak, Island Oak, and Pink Dawn Chitalpa according to their landscape plan. 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 Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The proposed project involves the construction of a new two-story, 33 feet in height, 56,366 square foot public charter school. 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. According to surveys conducted pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, the Site and surrounding area are considered Urban and Built-Up Land and is not considered Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land (Farmland). Accordingly, no impacts would occur and no mitigation measures would be required.

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 may occur if a project results in the conversion of farmland to another, non-agricultural use, and/or if a project results in the conversion of forest land to another, non-forest use. The project site does not contain farmland, forestland, or timberland.

The proposed project site is designated as Low Residential and zoned R1-1-RIO. While agricultural uses are permitted under the current zoning, the site is not specifically zoned for agriculture, and no farmland, forestland, or timberland exists on the site. ZIMAS indicates that the project site is part of an Urban Agriculture Incentive Zone and is listed on SurveyLA as potentially eligible for the National Register, California Register, and local listings due to its historical significance from past agricultural use. However, the historical significance of the project site has

since diminished due to the cessation of agricultural use, beginning in 1919 when Jue began farming the land which in 1941 when Jue died in his home on the ranch according to SurveyLA.

Additionally, on July 7, 2020, the Los Angeles Department of Building and Safety (LADBS) issued Demolition Permit No. 20019-20000-01798 for the removal of all existing structures, including a single-family residence, garage, pro shop, storage, and two barns. As a result, the site no longer retains the features that would typically contribute to its historical value, and its previous agricultural use is no longer a defining aspect of its current status.

Given that the proposed project does not involve the conversion of active farmland, agricultural uses, or forest land, impacts would be less than significant, and no mitigation measures are required.

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. The 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. An Air Quality and Greenhouse Gas Study, dated May 15, 2024, has been prepared by Meridian Consultants for the project. As referenced in the report, with no mitigation measures assumed, the project’s construction and operations are expected to generate less than significant emissions, and thus will not conflict or obstruct the implementation of the AQMP (**See Appendix A – Air Quality and Greenhouse Gas Study**). In addition, the project is also subject to the City of Los Angeles’ 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, project impacts related to the implementation of any applicable air quality plan will 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 (O₃), Respirable Particulate Matter (PM₁₀ and PM_{2.5}), 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 (NO₂), Sulfur Oxides (SO_x), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O₃, PM₁₀, PM_{2.5}, and NO₂, 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_x), Particulate Matter (PM₁₀ and PM_{2.5}), and Sulfur Dioxide (SO_x). As outlined in the Air Quality and Greenhouse Gas Report (**See Appendix A**), a project does that not involve the import or export of soil, as no grading is proposed is not expected to exceed the South Coast Air Quality Management District (SCAQMD) thresholds for construction or operational emissions. The project would be subject to regulatory compliance measures (RCMs), which reduce the impacts of operational and construction regional emissions. 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. SCAQMD defines sensitive receptors as individuals within the population who are particularly vulnerable to adverse health effects from exposure to air contaminants. Sensitive receptors are typically located near sources of air pollution to assess potential health risks. These receptors include, but are not limited to, residences, schools, hospitals, and convalescent facilities. As depicted in **Figure A-4**, the parcels to the south and west are zoned R1-1-RIO and are primarily developed with single-family residences and an unoccupied Tennis Ranch. The parcels to the east, across De Celis Place, are zoned R1-1-RIO and RD2-1-RIO, with multi-family residential uses. The parcels to the north, across Vanowen Street, are zoned RD2 and consist of restricted-density multiple dwellings.

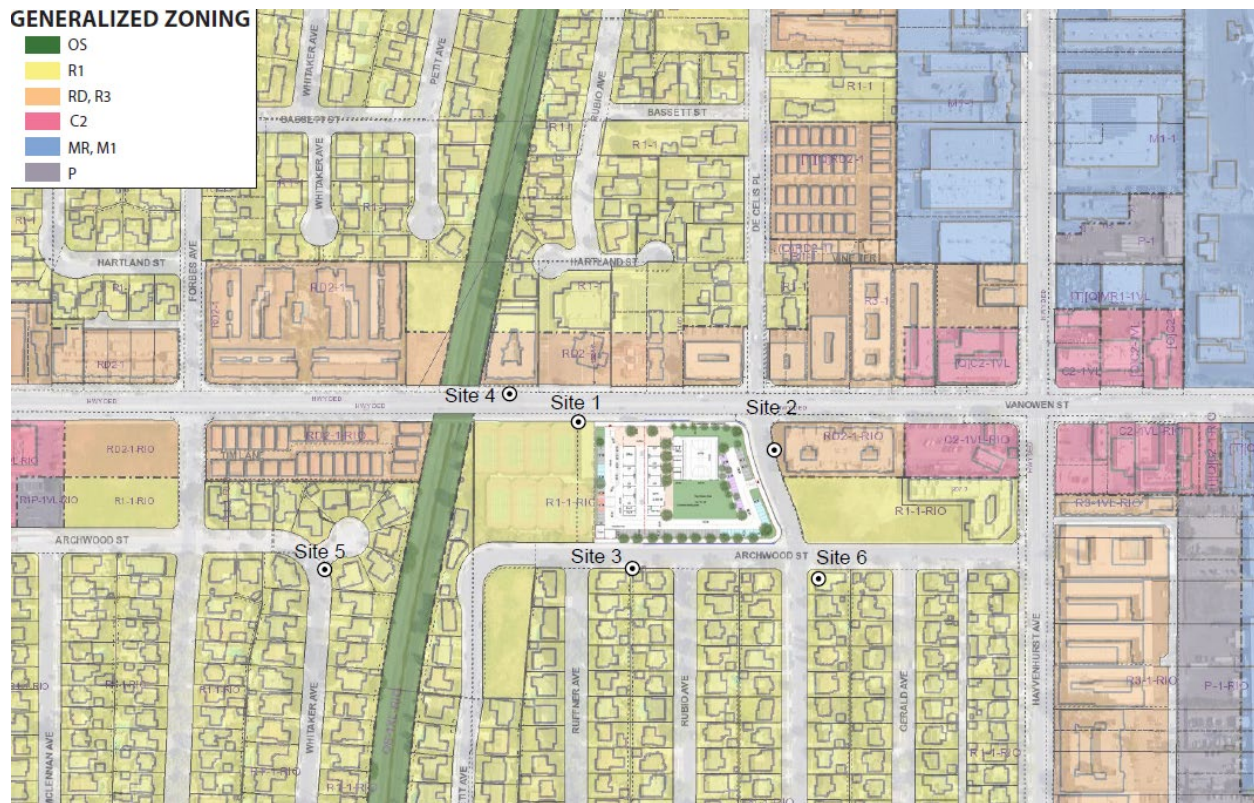


Figure A-4. Sensitive Receptor Map

According to the Air Quality and Greenhouse Gas Study (**See Appendix A**), sensitive receptors in proximity to the project will not be exposed to substantial pollutant criteria and therefore 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. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. 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 project would involve the construction, use and maintenance of a new public charter school, which is not typically associated with odor complaints.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the proposed project, which are objectionable to some; however, emissions would disperse rapidly from the subject site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, impacts related to odors during construction would not be significant. As the project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential

impacts associated with objectionable odors would be less than significant and no mitigation would be required.

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 checked="" type="checkbox"/> | <input 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 Arborist Letter prepared by Carl Mellinger (Certified Arborist #WE-1976A), Carl Mellinger Consulting, LLC, dated August 7, 2023 and reviewed by the Department of Urban Forestry on May 28, 2024, the project will require the removal of all of the 20 trees on site, including five citrus trees, three Chinese elms, two blue gums, two shiny xylosmas, two holly trees, one deodar cedar, one Aleppo pine, one southern magnolia, one olive, one camphor, and one persimmon (**see Appendix B – 16600 Vanowen Street Arborist Letter**). None of the 20 trees on site are protected species. The applicant's plans show that 39 with a minimum 24-inch box trees will be planted on site including Purple Orchid, Western Redbud, Australian Willow, Brisbane, Canary Island Pine, California Sycamore, Thornless Chilean Mesquite, Coast Live Oak, Island Oak, and Pink Dawn Chitalpa; 23 of the 39 replacement trees will be planted as shade trees within the proposed parking lot as shown on the applicant's landscape plans. As mitigated herein, any impact to tree removal will be reduced to a less than significant level. It is possible that the removal of 20 trees would have an impact on 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). 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 of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - The applicant shall record the results of the recommended protective measures described 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.

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?

Less Than Significant 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. The project does however fall within the River Implementation Overlay (RIO) and will be subject to comply with specific regulatory compliance measures pursuant to the provisions of the RIO District (Ordinance No. 183,144 and 183,145). These measures are designed to ensure the project aligns with the goals of the Los Angeles River Revitalization Master Plan, and the development will adhere to guidelines addressing issues such as environmental protection, flood control, public access, and sustainable design. 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 less than significant 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 or wetland resources. The project site is located in a highly urbanized area and that is developed with residential, commercial, and institutional uses. Therefore, the proposed project would not have any effect on federally protected wetlands (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 Owners Declaration of Biological Resources submitted as part of the public record, the project site does not contain any protected trees/shrubs or other sensitive/special resources. Additionally, and as mentioned previously, the Arborist Letter prepared by Carl Mellinger (Certified Arborist #WE-1976A), Carl Mellinger Consulting, LLC, dated August 7, 2023 and reviewed by the Department of Urban Forestry on May 28, 2024 (**see Appendix B**), states that the project will require the removal of all of the 20 trees that exist on site. None of the 20 trees on site are protected species. The applicant's plans show that 39 with a minimum 24-inch box trees will be planted on site including Purple Orchid, Western Redbud, Australian Willow, Brisbane, Canary Island Pine, California Sycamore, Thornless Chilean Mesquite, Coast Live Oak, Island Oak, and Pink Dawn Chitalpa; 23 of the 39 replacement trees will be planted as shade trees within the proposed parking lot as shown on the applicant's landscape plans. As mitigated herein, any impact to tree removal will be reduced to a less than significant level. It is possible that the removal of 20 trees would have an impact on 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).

Mitigation Measure BIO-2. Tree Removal (Non-Protected Trees).

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 CDFW 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. A significant impact may occur if a project is inconsistent with resource policies of any conservation plans of the types cited above. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts would occur and no mitigation measures would be required.

V. CULTURAL RESOURCES

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

a) Cause a substantial adverse change in the significance of a historical resource 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, Historic Districts, Planning Districts, and Multi-Property Resources) identifies the subject property (Jue Joe Ranch) as a property that appears eligible for National Register, California Register and local listing due to the historical significance of agriculture and “its association with Jue Joe, a notable Chinese immigrant farmer who prospered and had a strong influence on the regional agricultural industry at a time when people of Chinese descent were not legally allowed to own land in California” (*Reseda-West Van Nuys Historic Districts, Planning Districts and Multi-Property Resources*). By 1978, the property was owned by D. Moe and the ranch house was converted to a proshop for the associated tennis courts located west of the subject site. Furthermore, on July 7, 2020, a demolition permit was issued by the Los Angeles Department of Building and Safety (LADBS) under Permit No. 20019-20000-01798 to demolish the remaining existing structures including a single family residence, garage, proshop, storage, and two barns leaving the site currently vacant. 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

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

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

Less Than Significant Impact. The construction of a new public charter school 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 2,806 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.**

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) **Strong seismic ground shaking?**

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. 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) **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact. Although the proposed project is located in an area that is identified as being prone to liquefaction, according to ZIMAS records, the project does not involve any grading or excavation activities that could potentially impact subsurface conditions. Furthermore, the Department of Conservation California Geological Survey shows that only a small portion of the subject site falls within a liquefaction area. As no grading is proposed, the potential for liquefaction to occur during construction or operation is minimal. Therefore, impacts related to liquefaction are considered less than significant, and no mitigation measures are required.

iv) **Landslides?**

Less Than Significant Impact. The proposed project is located in an area that is not identified as being prone to landslides, according to ZIMAS records and the Department of Conservation California Geological Survey. Additionally, the project does not involve any grading or excavation activities that could alter the site's stability. Given that the site is not within a designated landslide area and no grading is proposed, the potential for landslides to

occur during construction or operation is minimal. Therefore, impacts related to landslides are considered less than significant, and no mitigation measures are required.

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. Site clearance, excavation, and grading (which may create potential for soil erosion) have previously occurred on this site. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. As proposed, the project does not involve grading. With required compliance with applicable regulations, impacts regarding wind or waterborne erosion during the construction and operation of the proposed project would be less than significant.

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 ZIMAS records, 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 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 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"/>

Climate Change Scoping Plans

The Scoping Plan is a GHG reduction roadmap developed and updated by California Air Resources Board (CARB) at least once every five years, as required by 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 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. 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). The 2017 Scoping Plan Update shifted focus to the newer SB 32 goal of a 40 percent 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 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 the aforementioned targets, 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 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 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 GHG emissions reductions from the 2022 Scoping Plan are shown in **Table 1, Estimated Statewide GHG Emissions Reductions in the 2022 Scoping Plan**.

Table 1
Estimated Statewide GHG Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions (MMTCO _{2e})
2019	
2019 State GHG Emissions	404
2030	
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 BAU necessary to achieve 1990 levels by 2030	52 (16.7%) ^A
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)
<p><i>Notes:</i> MMTCO_{2e} = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.</p> <p>^A $312 - 260 = 52$. $52 / 312 = 16.7\%$</p> <p><i>Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.</i></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 is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan 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 ZEV 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 and regulations such as:

- Green New Deal

- Green Building Code
- City of Los Angeles All-Electric Buildings
- General Plan Housing Element (Housing Needs Assessment)
- Mobility Plan 2035

These programs and regulations are discussed below under the section for local GHG regulatory framework.

Local

City of Los Angeles Green New Deal

In 2007 the City addressed the issue of global climate change by releasing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (“LA Green Plan/Climate LA”). This document outlined various goals and actions that the City established to reduce the generation and emissions of GHGs from both public and private activities.

In April 2019, the City released the *Green New Deal* (also referred to as the *Sustainable City Plan 2019*). This program contains actions designed to create sustainability-based performance targets through 2050 that are themselves intended to advance economic, environmental, and equity objectives. It is the first four-year update to the City’s first “Sustainable City pLAN” that was released in 2015. It augments, expands, and elaborates the City’s vision for a sustainable future and tackles climate change with accelerated targets and new aggressive goals.

Though the *Green New Deal* is not a plan adopted solely to reduce GHG emissions, it lists “Climate Mitigation” (i.e., GHG reduction) as one of eight explicit benefits that help define its strategies and goals. Goals that are directly or indirectly linked to climate mitigation include:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types by 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68mBTU/sf in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; 75 percent by 2050.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035; and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds of waste generated per capita per day in 2011).

- Eliminate organic waste going to landfills by 2028.
- Reduce the urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within ½ mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

City of Los Angeles Green Building Code

In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC requires that all new buildings be all-electric buildings, with few exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances, and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratories, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions – more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

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.

Regional

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, aligns regional planning for housing and transportation with the GHG emissions reduction goals outlined by AB 32. SB 375 requires each MPO to adopt an SCS encouraging compact development that reduces passenger VMT and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. As the federally designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain National Ambient Air Quality Standards (NAAQS). SCAG is also a co-producer, with the South Coast Air Quality Management District (SCAQMD), of the transportation strategy and transportation control measure sections of the Basin’s AQMP.

CARB set GHG emissions reduction targets of 8 percent by 2020 and 19 percent by 2035 (compared with 2005 levels) for the SCAG region, effective as of October 1, 2018. Adopted on September 3, 2020, SCAG's long-range plan, the 2020-2045 RTP/SCS serves as the roadmap to fulfilling the region's compliance with these latest GHG reduction targets. To this end, the 2020-2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region.

The 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment growth in the region's Priority Growth Areas (PGAs) and aims to enhance and build out the region's transit network. PGA's such as Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence (SOIs) account for just 4 percent of total land in the SCAG region, but they are projected to accommodate 64 percent of the region's future household growth and 74 percent of the region's future employment growth by 2045. According to the 2020-2045 RTP/SCS, dense infill development in PGAs can help reduce travel distances, increase mobility options, leverage transit investments, and improve access to workplaces and other destinations, reducing vehicle miles traveled (VMT) and, crucially, associated GHG emissions.

The SB 375 GHG reduction targets for the SCAG region correspond with reductions in regional VMT per capita. OPR has recommended that achieving 15 percent lower per capita (residential) or per employee (commercial) VMT than existing development is generally feasible and is supported by evidence that connects these reductions to the state's emissions goals.

SCAQMD CEQA Guidance

The City of Los Angeles is located in the South Coast Air Basin (Basin). The SCAQMD is responsible for air quality planning in the Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds in a board meeting held on December 5, 2008 and found as Agenda No. 31. A GHG Significance Threshold Working Group (the "Working Group") was formed to further evaluate potential GHG significance thresholds under the Greenhouse Gases CEQA Significance Thresholds. The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO_{2e} per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 MTCO_{2e} per year would be assumed to have a less than significant impact on climate change.

On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO_{2e} per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects).

The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance thresholds for other jurisdictions.

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

Less Than Significant Impact. There are no specific federal, state, or local thresholds for measuring a project's greenhouse gas (GHG) emissions. As a result, the analysis assesses the project's significance by determining whether it conflicts with regulations or plans intended to address GHG emissions at the statewide, regional, or local levels. The project is committed to complying with the CALGreen Code by incorporating energy and resource conservation strategies, such as low-flow toilets and faucets. It will adhere to Title 24 Building Energy Efficiency Standards and CALGreen standards, and align with the goals and policies outlined in the Scoping Plan, Connect SoCal 2024, Green LA Actions, and the Green New Deal (**See Appendix A**). Given these considerations, the proposed project fits the land use pattern adopted and emphasized by the 2020-2045 RTP/SCS and would contribute directly to its goals and greenhouse gas emission will have less than significant impacts.

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 does not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emission of greenhouse gases. The project's potential greenhouse gas (GHG) emissions were assessed through both quantitative and qualitative methods, in line with CEQA guidelines. The project complies with applicable GHG-related legislation and policies. The estimated construction-related GHG emissions are considered short-term and have been amortized over a 30-year project lifetime, with mitigation strategies in place for both construction and operational emissions. The operational GHG emissions were calculated using CalEEMod software, which considered energy consumption, mobile-source emissions, solid waste, water, and wastewater-related GHG emissions (**See Appendix A**). The project is designed to meet state and local sustainability requirements and incorporates energy efficiency measures such as compliance with Title 24 Building Energy Efficiency Standards, energy-efficient appliances, and water conservation strategies. Therefore, the project does not conflict with adopted GHG reduction plans and regulations and will have less than a significant impact.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 with Mitigation. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

Demolition and Construction. Construction of the proposed project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with construction of any urban development project. All of these materials would be used temporarily during construction. According to the Phase I Environmental Assessment Report (ESA), prepared by NV5 on November 7, 2022 and revised on September 10, 2024 (**see Appendix C**), there is no evidence of a Recognized Environmental Condition (REC), Controlled REC, or Historic REC at the Site. While the Site had been previously used for agricultural purposes, no signs of pesticide, herbicide, or fertilizer misuse were observed. However, chemicals historically applied to the land could potentially persist in the soil at residual levels. Given the planned educational use of the property, a limited shallow soil sampling investigation was recommended to check for residual pesticides or herbicides, particularly organochlorine pesticides and chlorinated herbicides, in concentrations exceeding regulatory screening levels. As a result, an ESA Phase II, prepared by NV5 January 15, 2025 (**See Appendix D**), was conducted to further assessed these concerns and concluded that no concentrations of arsenic and pesticides in soil were identified above their respective regulatory agency health-risk based screening levels and no further action in respect to RECs identified in the Phase I ESA would be necessary.

Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials. Construction activities would be contained on the project site and, thus, any emissions from the use of such materials would be minimal and localized to the project site. Therefore, construction of the project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Operation. Operation of the proposed project would not involve the routine use, transport, or disposal of hazardous materials. The proposed project includes the development of a new public charter school. This urban use would not involve the routine use of hazardous materials. Instead, the operation of the project has limited hazardous materials that are similar to any other urban development such as cleaning solvents, paints, and pesticides for landscaping. Likewise, the project's uses could include commercial-grade cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products that are typically associated with commercial land uses. As a result, the proposed project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Therefore, operation of the project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Moreover, the proposed project would adhere to regulatory requirements for source hazardous waste reduction measures (e.g., recycling of used batteries, recycling of elemental mercury, etc.)

that would further minimize the generation of hazardous waste. The project would be required to comply with the applicable City ordinances regarding implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance). The applicable regulatory requirements further ensure that the minimal amount of hazardous materials associated with the project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills. The potential transport of any hazardous materials and wastes, i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils, if it occurs, would occur in accordance with federal and state regulations that govern the handling and transport of such materials. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. Compliance with the mitigation measure incorporated herein would reduce any impact to a less than significant level.

Mitigation Measure HAZARDS-1: Creation of a Health Hazard. Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of any hazardous material(s).
- Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

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. A small quantity of gardening supplies, including containers of pesticides and herbicides were observed in a supply tent on the south side of the property during the ESA Phase I site visit however, no spills, leaks, or releases of said materials were observed (**See Appendix C**). Furthermore, an ESA Phase II (**See Appendix D**) was conducted and concluded that no concentrations of arsenic or pesticides in soil were identified. Compliance with existing State laws regarding removal would be required, resulting in a less than significant impact. Compliance with the above mitigation measure incorporated herein would reduce any impact to a less than significant level.

Mitigation Measure HAZARDS-1: Creation of a Health Hazard

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 with Mitigation. A significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. The proposed project is located approximately 0.3 miles away from the nearest school (Valley Alternative School) located at the southwest corner of Vanowen Street and Balboa Boulevard. Regardless,

as previously mentioned, the proposed project would store, sell, and use, at most, minimal amounts of hazardous materials such as typical cleaning solvents used for janitorial purposes. As discussed above, the types and amounts of hazardous materials that would be used in connection with construction of the proposed project would be typical of those used during construction of mixed-use developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the project would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. Furthermore, all materials used during both the construction and operation of the proposed project would be used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations including, but not limited to, federal and state Occupational Safety and Health Act requirements, and local regulations for the storage, use, transport, and disposal of hazardous materials. As a result, use of these materials would not create a significant hazard to nearby schools. Furthermore, the school would be generally shielded from the proposed project site by its distance from the subject site, intervening urban buildings, and standard construction walls and sheeting to reduce dust and other emissions from the project site due to the existing urbanized area. Therefore, compliance with the above mitigation measure incorporated herein would reduce any impact to a less than significant level.

Mitigation Measure HAZARDS-1: Creation of a Health Hazard.

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?

Less Than Significant Impact. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop and update annually the Cortese List, which is a "list" of hazardous waste sites and other contaminated sites. The California Department of Toxic Substances Control (DTSC) maintains a database (see EnviroStor at <http://www.envirostor.dtsc.ca.gov/public/>) 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. The subject site is not identified on the EnviroStor database. 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. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The subject site is located less than 1,500 feet southwest of Van Nuys Airport however is not located within the airport's influence area according to the Los Angeles County's Airport Land Use Commission (ALUC). According to ZIMAS records, the subject site is designated as an Airport Hazard Zone within the 940-foot Height Limit Contours Above Mean Sea Level and a Horizontal Surface Area. An Airport Hazard Zone is an area whose boundaries impose height limitations on the use of the land. Airport Hazard means any structure or tree or use of land which obstructs the

airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to landing or taking off aircraft.

The project proposes a maximum height of 33 feet. Therefore, the proposed project's height would be within the height requirements for the Airport Hazard Zone and would not create a safety hazard for people working in the subject area.

According to the Los Angeles County Airport Land Use Commission (A-NET), the subject site is located near – but outside of – the airport's 65 dB Community Noise Exposure (CNEL) contour, meaning that average daily noise conditions at the subject site are likely approximately 65 dB CNEL, or slightly lower. Additionally, the Van Nuys Airport Plan addresses noise-sensitive building uses, including residential uses, located within the airport's 65 dB CNEL contour. However, the project is not a residential or other noise-sensitive land use. It is also not located within the airport's 65 dB CNEL contour. The Van Nuys Airport Land Use Plan does not consider the proposed project to be incompatible with the airport's noise levels. Additionally, the City has adopted its own standards and provisions included in the California Department of Transportation Noise Standards, Title 21, Subchapter 6 of the California Code of Regulations that all noise sensitive land uses within the 65 CNEL contour should be soundproofed. Therefore, impacts would be less than significant and no mitigation measures would be required.

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

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan.

The City's Emergency Management Department maintains the City of Los Angeles Emergency Operations Plan (EOP), last updated and adopted in November 2021. The EOP describes the overall Citywide response functions and capabilities for small to large scale emergency situations. 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). In addition, the Evacuation Functional Support Annex (EFSA), last updated in October 2020, was developed in support of the EOP to facilitate City and other responsible agency response during evacuations. While the EOP and EFSA do not identify specific emergency response or evacuation routes, they establish that primary evacuation routes consist of the major interstates, highways, and primary arterials within the City and County of Los Angeles, and state that the City will work with the Operational Area, Los Angeles County Sheriff, Law Enforcement agencies from surrounding jurisdictions, California Department of Transportation (Caltrans), California Highway Patrol (CHP), City and/or County Public Works, and other applicable agencies or departments to identify evacuation pick up points and transportation routes. Consistent with this approach, the City's 2021 Safety Element Update acknowledges that "jurisdictional infrastructures, such as roads and emergency services, have become increasingly interrelated," and refers to the Los Angeles County Safety Element for critical systems and evacuation routes for the entire County.

According to Los Angeles County Department of Regional Planning, General Plan 2035, Safety Element, updated on July 12, 2022, the I-405, located east of the subject site and US Route 101, located south of the subject site, are designated disaster routes and may be used for an

evacuation during an emergency. Sherman Way, located north of the subject site, is also a designated disaster route.

The proposed project constitutes a private development located on private land and does not propose alteration to the public rights-of-way abutting the subject site other than what is required by the City. While it is expected that the majority of construction activities for the proposed project would primarily be confined on-site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day as required by the City, which could potentially require temporary lane closures. No full road closures are anticipated along Raymer Street during construction. However, if partial lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access in accordance with the LAMC and the Los Angeles Fire Department (LAFD) requirements.

Additionally, operation of the proposed project would not permanently alter vehicular circulation routes and patterns or impede public access or travel upon public rights-of-way. The proposed project would comply with LAFD access requirements and would not impede emergency access in the vicinity of the subject site. Therefore, the proposed project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan and impacts would be less than significant and no mitigation measures would be required.

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 new school 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. Excavation to accommodate subterranean levels has been completed, and has not resulted in the interception of existing aquifers or penetration of the existing water table. No further excavation will take place. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers that run through or abut the project site. The site is within 500 feet of Bull Creek located just west of the subject site. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. 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. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Additionally, the project falls within the River Implementation Overlay (RIO) and will be subject to comply with specific regulatory compliance measures pursuant to the provisions of the RIO District (Ordinance No. 183,144 and 183,145). These measures are designed to ensure the project aligns with the goals of the Los Angeles River Revitalization Master Plan, and the development will adhere to guidelines addressing issues such as environmental protection, flood control, public access, and sustainable design. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. 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.

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. 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.

v. Impede or redirect flood flows?

Less Than Significant Impact. A significant impact would occur if the proposed project would be located within a flood plain or would impede or redirect flood flows. The proposed school development is located 500 feet east of Bull Creek and approximately one mile north of the Los Angeles River. The proposed project will not impede or redirect flood flows due to its compliance with the regulations and design standards set forth by the River Implementation Overlay (RIO) District. The RIO District, part of the Los Angeles River Revitalization Master Plan, includes specific requirements for flood management, site design, and stormwater runoff that aim to preserve the natural flow of water in the area. The project will adhere to these guidelines by integrating flood control measures, such as

proper grading and stormwater management systems, that align with the objectives of the RIO district. Additionally, the site design will ensure that any development does not obstruct or redirect flood flows, maintaining the river's natural floodplain functions. As the project site is not located within a designated flood zone according to ZIMAS, the development will not increase flood risks to the surrounding area.

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 street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new school infill development in an urbanized area in Los Angeles, 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-RIO, with a General Plan land use designation of Low Residential. The Low Residential land use designation corresponds to the RE9, RS, R1, RU, RD6, and RD5 Zones. The proposed project of a new public charter school is permitted in the project’s site designation and Low Residential zone with the adherence to requirements of the LAMC Section 12.24 that includes the issuance of a Class 3 Conditional Use Permit (CUP). 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. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. 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. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. 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 checked="" type="checkbox"/>	<input 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 With Mitigation. A significant impact would occur if the project caused a substantial temporary or permanent increase in noise levels above existing ambient levels. Demolition excavation, and grading has previously taken place on the project site and no further demolition, excavation, and/or grading is expected to occur. 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. While construction noise for the project will cause a temporary increase in the ambient noise levels, the project 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. With mitigation incorporated herein, temporary increase in ambient noise levels would be reduced to a less than significant level.

Any impacts due to a permanent increase in ambient noise levels are expected to be less than significant. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address

rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.

The project proposes an outdoor play area however, it is important to note that the project is not proposing to hold any outdoor athletic events that would draw a large crowd of people and noise. For the purposes of worse-case assessments, the Noise Study prepared by Meridian Consultants, dated May 15, 2024 (**See Appendix E**) assessed noise-level calculations at nearby noise-sensitive land uses using the SoundPLAN noise model. This model generates noise contours at varying distances and incorporates factors such as topography, vegetation, building effects, and existing and proposed noise sources and barriers. For playground activities, the model used a sound power level of 60 dB/m², based on the SoundPLAN noise library for low-noise play areas like tennis courts and small children's playgrounds. The modeled hours of operation for the playground were assumed to be between 7:00 AM and 7:00 PM and did not result in any increase in ambient noise level and are considered insignificant.

Except for an emergency system, no public address system is proposed or approved herein, and will not contribute to increased noise levels in the surrounding area.

Therefore, with the implementation of Code requirements and the mitigation measure herein, any impacts due to the 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 would be reduced to a less than significant impact.

Mitigation Measure Noise – 1. Increased Noise Levels (Construction Activities)

- Construction shall be restricted to the hours of 7:00 am to 9:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

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. As noted earlier, the subject site is located approximately 1,500 feet southwest of the Van Nuys Airport, however, is located outside of the airport's influence area (Los Angeles Airport Land Use Commission Map). According to the Los Angeles County ALUC, the project site is located near – but outside of – the airport's 65 dB CNEL contour, meaning that average daily noise conditions at the subject site are likely approximately 65 dB CNEL, or slightly lower. Therefore, the project would not expose people residing or working in the project area to excessive noise levels due to its location near Van Nuys Airport. Impacts would be less than significant and no mitigation is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)?

No Impact. A significant impact could occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The State of California requires that cities plan for changes in population and attend to housing and employment needs; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are provided to the City by the Southern California Association of Governments (SCAG). The City must then demonstrate that it has accommodated, or created the "capacity" for, these projected levels of population, housing, and employment through its Community Plans. SCAG forecasts population and job growth of the cities and counties in the six county Southern California Region. SCAG estimates an employment growth of 183,700 between the years 2019 and 2050 in the City of Los Angeles. The proposed project would include 56,366 square feet of school space generating onsite employment of approximately 42 staff. The addition of employees would be less than 0.1 percent of SCAG's employment forecast for the City between 2019 and 2050. Therefore, no additional housing would be required as a result of the proposed project. No impact would occur.

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

Less Than Significant Impact. If the demolished single-family unit is considered a "protected unit" under Government Code Section 66300.5(h), the project must comply with Title 7 of the California Government Code, which includes the following requirements. The applicant will be conditioned to consult with the Los Angeles Housing Department (LAHD) to determine the tenant income level at the time of demolition and will be subject to any necessary replacement housing requirements under Title 7 of the California Government Code Section 66300. These measures will ensure no net loss of affordable housing for low-income individuals or families. Therefore, less than significant impacts will occur.

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 type="checkbox"/>	<input checked="" 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 0.8 miles west of the project site). The proposed project would result in the construction a 56,366 square foot public charter school with a maximum enrollment of 564 students (grades 6-12), 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 a 56,366 square foot public charter school with a maximum enrollment of 564 students (grades 6-12) which 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 3 miles west 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?

No Impact. The expansion of the existing Magnolia Charter School (currently at the corner of Victory Boulevard and Aldea Avenue) proposes to accommodate more students will not result in an increase enrollment at local schools. Therefore, the proposed project will have no impact on schools in the surrounding area.

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. An existing public park, Jesse Owens Mini Park, is located at 7111 White Oak Avenue, approximately 0.8 miles northwest of the subject site. The proposed project would result in the construction of a 56,366 square foot public charter school with a maximum enrollment of 564 students, which could result in increased demand for parks and recreation facilities. However, the students attending the school will most likely not substantially increase the overall population of the area as most students will already reside in the surrounding area. 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 construction of a 56,366 square foot public charter school with a maximum enrollment of 564 students and employment of approximately 42 faculty, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, as mentioned

previously the proposed project would not create substantial capacity (less than 0.1 percent of SCAG's employment forecast for the City between 2019 and 2050) 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 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. An existing public park, Jesse Owens Mini Park, is located at 7111 White Oak Avenue, approximately 0.8 miles northwest of the subject site. The proposed project would result in the construction of a 56,366 square foot public charter school with a maximum enrollment of 564 students, which could result in increased demand for parks and recreation facilities. However, the students attending the school will most likely not substantially increase the overall population of the area as most students will already reside in the surrounding 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 a 56,366 square foot public charter school with a maximum enrollment of 564 students including a 14,363 square foot play yard and 8,369 square foot gymnasium. It is typical for schools to provide landscaped play areas and gymnasiums suitable for student's physical activity and will not result in an adverse physical effect on the environment. Furthermore, 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 as mentioned

previously. An existing public park, Jesse Owens Mini Park, is located at 7111 White Oak Avenue, approximately 0.8 miles northwest of the subject site. As such, the proposed project would result in a less than significant impact on park facilities.

XVII. TRANSPORTATION¹

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

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

Less Than Significant Impact. A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. On October 16, 2024, the Los Angeles Department of Transportation, LADOT (**see Appendix F**), reviewed the Transportation Assessment Report prepared for the proposed project by KOA, A Lochner Company dated May 14, 2024 (**see Appendix G**) and found that the project’s transportation impacts related to Vehicles Miles Travelled (VMT) are less than significant and no CEQA mitigation measures are required. However, the project could cause vehicle queuing issues, particularly for the southbound left-turn at the Vanowen Street & Balboa Boulevard intersection. To mitigate this, the project proposes a Transportation Demand Management (TDM) Plan, including measures like reduced parking, bicycle parking, promotion of alternative transportation modes, employee carpooling, and student bussing. These measures will reduce the number of single-occupancy vehicle trips and address the potential queuing concerns causing less than significant impacts. As outlined in the LADOT’s review (**See Appendix F**), the VMT analysis includes TDM measures as Project Design Features that reduce trips and VMT for the project.

PDF TR-1: Price Workplace Parking. This strategy implements workplace parking pricing for employees at employment locations.

PDF TR-2: Promotions & Marketing. This strategy provides the use of marketing and promotional tools to educate and inform travelers about specific transportation options and the effects of their travel choices.

PDF TR-3: Ride-Share Program. This strategy increases vehicle occupancy by providing ride-share matching services, designated preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.

PDF TR-4: School Carpool Program. This strategy involves the implementation of a school carpool program to encourage ride-share for students.

PDF TR-5: Include Bike Parking and Showers per LAMC. This strategy involves the implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. The project is providing 111 bicycle parking (108 short-term spaces and three short-term spaces).

PDF TR-6: Promotions & Marketing. This strategy provides the use of marketing and promotional tools to educate and inform travelers about specific transportation options and the effects of their travel choices.

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

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.

On October 16, 2024, the Los Angeles Department of Transportation, LADOT (**see Appendix F**), reviewed the Transportation Assessment Report prepared for the proposed project by KOA, A Lochner Company dated May 14, 2024 (**see Appendix G**) and found that the project's transportation impacts related to Vehicles Miles Travelled (VMT) are less than significant and no CEQA mitigation measures are required. It was determined that the project does exceed the net 250 daily vehicle trips threshold (net daily traffic flow for the project is calculated at 10,586 daily trips) requiring further analysis however was identified to have daily VMT per Capita and daily VMT per Employee that are acceptable to the South Valley Area Planning Commission (APC) and therefore, LADOT concluded that the development of the proposed project would not result in significant VMT impact. Additionally, projects that generate more than 500 daily vehicle trips shall be required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. According to LADOT's review (**See Appendix F**), LADOT determined that no CEQA mitigation requirements are required for this project. Therefore, less than significant impacts would occur as a result of conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b).

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. 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.

On February 11, 2025, notification was mailed to ten Tribes that are traditionally and culturally affiliated with the geographic area associated with the proposed project. Planning received a response from one tribe as detailed below.

On March 10, 2025, the Fernandeño Tataviam Band of Mission Indians (FTBMI) requested additional information from the project applicant via submittal of an intake form. On March 20, 2025, the FTBMI contacted Planning staff and stated that no consultation is required based on the information they received. Consultation was closed on March 20, 2025. No impacts to Tribal resources are anticipated.

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

Less Than Significant Impact. See a) above which is by reference incorporated herein.

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 construction of a 56,366 square foot public charter school with a maximum enrollment of 564 students 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 a new use of a public charter school 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 a new use of a public charter school 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 construction of a new 56,366 square foot public charter school with a maximum enrollment of 564 students 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 construction, use, and maintenance of a new 56,366 square foot public charter school with a maximum enrollment of 564 students 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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Nv5
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Fernandeño Tataviam Band of Mission Indians (FTBMI)

6 REFERENCES, ACRONYMS AND ABBREVIATIONS

APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
BOE	Bureau of Engineering
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles, California
CNEL	Community Noise Exposure
CUP	Conditional Use Permit
DTSC	Department of Toxic Substances Control's
ESA	Environmental Site Assessment
EV	All Electric Vehicles
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FTBMI	Fernandeño Tataviam Band of Mission Indians
GHG	Greenhouse Gas(es)
HVAC	Heating, Ventilation and Air Conditioning
HWTS	Hazardous Waste Tracking System
IS	Initial Study

LADBS	Los Angeles Department of Building and Safety
LADOT	City of Los Angeles Department of Transportation
LADRP	City of Los Angeles Department of Recreation and Parks
LADWP	City of Los Angeles Department of Water and Power
LAFD	City of Los Angeles Fire Department
LAGBC	Los Angeles Green Building Code
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LAPL	City of Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LID	Low Impact Development
MPR	Multipurpose Room
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollution Discharge Elimination System
PM _{2.5}	Fine Particulate Matter
PM ₁₀	Particulate Matter
REC	Recognized Environmental Conditions
RIO	River Implementation Overlay District
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Program
TPA	Transit Priority Area
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
ZI	Zoning Information