

0220-06293-0000

TRANSMITTAL

TO The City Council	DATE 03-04-25	COUNCIL FILE NO. 23-0929
FROM Municipal Facilities Committee	COUNCIL DISTRICT 7	

At its meeting held on February 27, 2025, the Municipal Facilities Committee approved the attached Department of General Services (GSD) report, which is hereby transmitted for Council consideration. Adoption of the report recommendation would authorize GSD to accept a dedication of land from LDAR Cascade, LLC at 16300 Foothill Boulevard. The site will be developed into the future Fire Station No. 31 to serve the Sylmar Community of Council District 7.

The MFC amended GSD's report to clarify that any ongoing maintenance needs for the site will be addressed by GSD in coordination with the Office of the City Administrative Officer and Council District 7.

Fiscal Impact: There is no General Fund impact resulting from the acceptance of the land dedication.


for Matthew W. Szabo
City Administrative Officer
Chair, Municipal Facilities Committee

MWS:AW:05250114

CITY OF LOS ANGELES
CALIFORNIA

TONY M. ROYSTER
GENERAL MANAGER
AND
CITY PURCHASING AGENT



DEPARTMENT OF
GENERAL SERVICES
ROOM 701
CITY HALL SOUTH
111 EAST FIRST STREET
LOS ANGELES, CA 90012
(213) 928-9555
FAX No. (213) 928-9515

KAREN BASS
MAYOR

February 27, 2025

Honorable City Council
City of Los Angeles
c/o City Clerk
Room 395, City Hall
Los Angeles, CA 90012

Attention: Adam Lid, Legislative Assistant

**REQUEST FOR AUTHORIZATION TO ACQUIRE
16300 FOOTHILL BOULEVARD, LOS ANGELES, CA 91342
FOR FUTURE DEVELOPMENT OF THE SYLMAR FIRE STATION**

On behalf of the Los Angeles Fire Department (LAFD), the Department of General Services (GSD) requests authorization to accept, free of charge to the City, a dedication of raw land located at 16300 Foothill Boulevard, APN: 2603-007-038, ("Property") (Exhibit "A"). LAFD intends to use the Property to construct and operate Fire Station Number 31 in Council District 7.

BACKGROUND

The Property is being dedicated/transferred to the City of Los Angeles, at no cost to the City, for fire station purposes. The current owner of the Property, LDAR Cascade, LLC, acquired the Property in 2022. The prior owner ("Prior Owner") was a developer that built residential units in the area. In connection with the Prior Owner's development activities, an Irrevocable Offer of Dedication was unilaterally recorded in 2014 by the Prior Owner, dedicating the Property to the City. The City never accepted the 2014 dedication since the City, at the time, expected a dedication of a completed fire station from the developer, not just the land. However, in order for the developer to be obligated to complete a fire station and dedicate it to the City, 500 dwelling units had to be built, which are now impossible to construct as further described below

The current owner acquired the Property in 2022, subject to the recorded obligation to honor such irrevocable dedication. The City has now conducted the proper due diligence and is in a position to acquire/accept the Property without the fire station.



As part of the process in response to City Council (C.F. 23-0929), GSD obtained a Property Appraisal, Preliminary Title Report, a Phase I Environmental Site Assessment and performed other due diligence in connection with this Property. The appraised value will be used for obtaining title insurance. The Property contains a land area of approximately 35,067 square feet (sf) and is vacant. Once the Property is acquired, LAFD, through the Bureau of Engineering, will begin preparations to construct a new fire station on the Property; thereby expanding and enhancing public safety in the Sylmar community and in the Northeast San Fernando Valley (Service Area). A new fire station would reduce response times from approximately eight to nine minutes to three to four minutes to all fire and emergency medical services incidents in the Service Area.

COVENANTS, CONDITIONS AND RESTRICTIONS/LAND USE REQUIREMENTS

The Property is encumbered by numerous covenants, conditions and restrictions, most of which were imposed by various City departments in connection with land use entitlements for prior developments over the past three decades. Approximately 26 covenants are City-required and may be addressed by City departments after acquisition of the Property. For example, a covenant was recorded for the benefit of the Planning Department related to a zoning [Q] condition, requiring the Property to be used for the development of a childcare facility. A City initiated general plan amendment and zone change may be initiated to clarify the zoning and the City may remove the covenant in a future action since it is no longer needed. Other use covenants may also need to be addressed in the future as the fire station design is finalized. The City will address and resolve all covenants, conditions and restrictions to allow for the development of the fire station.

Planning Department Review - Possible future land use actions for the fire station

GSD reviewed this acquisition with the Planning Department and they provided the opinion described below.

The Property is located within the Sylmar Community Plan in Council District 7, and has a zoning designation of [Q]M1-1 Limited Industrial Zone with a corresponding Land Use Designation of Limited Industrial (with corresponding zones of M1 and MR1). The [Q] Condition on the site was established per Ordinance No. 172,096 and requires the development of a child care facility exclusively within "Area A" of the subject tract. "Area A" includes the Property as well as multiple adjacent lots as mapped in the Ordinance. Therefore, it appears that the [Q] condition, by itself, does not necessarily require a childcare facility to be developed on the Property. A fire station would be a permitted use in the [Q]M1-1 zoning classification on the Property and the project could request a Public Benefit Entitlement per LAMC 14.00 A.3 that would allow fire stations in any zone.

A 2001 covenant, which seems to be recorded in furtherance of the [Q] condition at the request of the Planning Department, refines the [Q] condition requirement and specifically states that the Property shall be the site of the childcare facility, not other lots within "Area A". To date, no child care facility has been constructed within the subject tract, and it does not appear that such child care facility is still necessary. The [Q] Condition also permits uses allowed within the M1 Zone with certain use limitations as defined in the Ordinance, which do not directly relate to fire stations.

The Public Facilities (PF) Zone is the most appropriate zoning classification for fire stations. Under the City of Los Angeles Municipal Code, Ordinance No. 166,972, Sec. 12.04.09, fire stations are permissible for placement and operation in this PF zone by right. Per Ordinance No. 166,972, the purpose of the PF Public Facilities Zone is to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan, including, the circulation and service systems designations in the City's adopted district and community plans, and other relevant General Plan elements, including the circulation, public recreation and service systems elements.

GSD and Planning's recommendation is to acquire the Property for the future construction of a new City of Los Angeles Fire Station. Future zoning/land use actions may be taken in the future, including a General Plan amendment, a zone and change ordinance and removal of covenants, for clarification purposes.

Planning Department Review - Developer's obligation to build a fire station

The Prior Owner was a residential developer that developed many homes in the area for a long period of time. In connection with such development activities, various land use entitlements were sought and granted throughout the years.

One of the tract map conditions/zoning [Q] conditions states that the developer "...voluntarily agrees to acquire and donate land to the City for a new fire station. The property to be donated is located at 16300 Foothill Boulevard. Additionally, the applicant has volunteered to construct and equip a fire station on the site at no cost to the City... Upon final City approval of the Zone Change, Plan Amendments and Tract map, the applicant shall commence design and architectural plans and thereafter diligently pursue construction of the fire station. The fire station shall be completed and ownership transferred to the City prior to the issuance of the 500th Certificate of Occupancy for dwelling units located within Areas B through G of Q Condition No. 2, above..." *[Reference in this passage to "Areas B through G of Q Condition No. 2. above" is included as it was reported by the Planning Department regarding their review, which was completed.]*

The developer/Prior Owner never reached the threshold of developing 500 dwelling units. In fact, only 176 dwelling units were built and the Department of City Planning has confirmed that, due to the expiration of various land use entitlements, it is now impossible for that threshold to ever be reached. Accordingly, the above-cited obligation to transfer a completed fire station to the City will never take effect. The developer/Prior Owner recorded the above-mentioned Irrevocable Offer of Dedication in 2014, dedicating/donating raw land for the fire station site to the City.

ENVIRONMENTAL

LA Sanitation's Environmental Group reviewed the Phase I Environmental Site Assessment Report dated October 5, 2023 and has provided a report with the information described below.

The site is located at 16300 Foothill Boulevard, Sylmar, CA (Assessor Parcel Number [APN] 2603-007-038) and consists of vacant land, with no historical structures on record dating back to 1900.

According to the Phase I Environmental Site Assessment (Phase I ESA) completed by Pinnacle Environmental Technologies on October 5, 2023, a layer of road base has been recently applied to the site to reduce mud and dust. The road base was imported from a demolished golf clubhouse in May of 2023; however, the original source for the material remains unknown. As part of the Phase I ESA, two composite soil samples of the road base material were collected from six locations across the site and analyzed for organochlorine pesticides, Title 22 Metals, Polychlorinated biphenyls (PCBs), semi-volatile organic compounds, and full-scan total petroleum hydrocarbons. The results of the soil sampling and analysis revealed the imported road base is not grossly impacted. None of the analyzed metals were detected above actionable levels nor at concentrations requiring further analysis. No gasoline or diesel range hydrocarbons were detected. Heavy-end hydrocarbons were detected, which was likely due to bits of asphalt in the composite material.

The results of these analyses were that the road base is not contaminated and is not considered a potential Recognized Environmental Condition. Offsite activities with known or possible soil and groundwater impacts are located down-gradient and not contiguous to the site; and therefore, are not considered an environmental concern to the site.

Based on the Phase I ESA, there are no Recognized Environmental Conditions associated with the site and no further assessment is recommended.

CEQA REVIEW

The Bureau of Engineering's Environmental Management Group (EMG) has been requested to review the proposed project and provide all necessary environmental clearances. EMG has prepared a Notice of Exemption for the Project. The land acquisition and future fire station construction located at 16300 Foothill Boulevard are exempt from CEQA under State CEQA Guidelines Article 19, Section 15332, In-fill Development Projects. See CEQA Notice of Exemption and Narrative (Exhibit B), as well as related Findings (Exhibit C).

FINDINGS

CEQA findings concluded that the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. The site has no valuable habitat; it can be adequately served by required utilities and public services; and approval of the Project would not result in any significant impact to traffic, noise, air quality or water quality. The detailed CEQA findings can be found in Exhibits B and C attached.

Since the fire station design is currently only conceptual, subsequent CEQA analysis may be necessary if the fire station design and operation fall outside of the analyzed conceptual design envelope.

ACQUISITION COSTS

The City will pay for all fees associated with the acquisition of this property including, but not limited to, due diligence, CLTA and/or ALTA title insurance and other closing costs, if any, not to exceed \$20,000.

FUNDING SOURCES

Costs for maintenance of the Property and any required fencing will be requested in Fiscal Year 2025-26 by Council District 7 and LAFD. Any maintenance issues that arise from time of acquisition up to funding for maintenance will be referred to the City Council for necessary action. GSD will not address any maintenance issues unless funding is available.

Additionally, Council District 7 and LAFD will be seeking funds for the construction via the Fiscal Year 2025-26 budget process. The improvements are then anticipated to be completed within the 2029-30 fiscal year.

Funds totaling \$1.8M in MICLA have been secured for this project in Fiscal Year 2021-22. In 2021, it was estimated that the station would cost approximately \$20.1M to construct and \$3.5M annually to operate and staff.

Council District 7 has transferred \$20,000 in discretionary funds into GSD's 100/40/003040, Contractual Services Account for all expenses related to the acquisition of the Property. The costs of acquisition will be for CLTA and/or ALTA title insurance and any miscellaneous costs necessary to consummate the contemplated acquisition, not to exceed \$20,000.

FISCAL IMPACT

There is no impact to the General Fund for the acquisition of this Property during the current Fiscal Year. Potential impacts depend on the funding provided for fencing and maintenance for the Fiscal Year 2025-26 budget.

RECOMMENDATION

That the Los Angeles City Council, subject to the approval of the Mayor,

1. ADOPT Findings on Fire Station No. 31, 16300 Foothill Blvd. (Sylmar Fire Station) Acquisition (Project) (Exhibit C).
2. DETERMINE the Project is exempt from the California Environmental Act (CEQA) pursuant to State CEQA Guidelines Article 19, Section 15332, In-fill Development Projects and that none of the limitations set forth in State CEQA Guidelines 15300.2 apply (see Exhibit B).
3. AUTHORIZE the Department of General Services, with the assistance of the City Attorney, to accept a deed transferring the Property to the City or any similar conveyance instrument and execute all documents necessary to effectuate the contemplated acquisition of the Property located at 16300 Foothill Boulevard, APN: 2603-007-038.
4. AUTHORIZE Department of General Services to make payment of up to \$20,000 from 100/40/003040, Contractual Services, for all expenses related to acquisition of the Property account to Chicago Title Company necessary for the acquisition of the property at 16300 Foothill Blvd.



Tony M. Royster
General Manager

Attachments: Exhibit "A" - Legal Description/Depiction
Exhibit "B" - CEQA Notice of Exemption and Narrative
Exhibit "C" - Findings

EXHIBIT "A"

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT CERTAIN LOT, PIECE AND PARCEL OF LAND SHOWN AND DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR WAIVER OF PARCEL MAP NO. 2001-5401, RECORDED MARCH 7, 2002, AS [INSTRUMENT NO. 02-0550424, OFFICIAL RECORDS](#), DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOT 1 OF TRACT NO. 45863-02 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, PER MAP FILED IN [BOOK 1223 PAGES 63](#) THROUGH 66 INCLUSIVE OF MAPS, AND OF PARCEL 2 AS DESCRIBED IN DIRECTOR'S DEED RECORDED FEBRUARY 23, 1998 AS [INSTRUMENT NO. 98-289180, OFFICIAL RECORDS](#), BEING PORTIONS OF LOTS 1, 2 AND 3 OF BLOCK 217 AND PORTIONS OF LOTS 15, 16 AND 17 OF BLOCK 181 OF THE LOS ANGELES OLIVE GROWERS ASSOCIATION LANDS AS SHOWN ON MAP RECORDED IN [BOOK 53 PAGE 27](#) OF MISCELLANEOUS RECORDS, AND THAT PORTION OF BRADLEY AVENUE, VACATED (LYING BETWEEN SAID BLOCKS), ALL RECORDS OF SAID COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF SAID PARCEL 2; THENCE

1. ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 2 SOUTH 46° 37' 17" WEST 202.17 FEET TO AN ANGLE POINT THEREIN; THENCE
2. ALONG SAID SOUTH EASTERLY LINE SOUTH 57° 53' 14" WEST 142.84 FEET TO THE EASTERLY LINE OF THE LAND DESCRIBED IN DEED TO GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT RECORDED AUGUST 31, 2001 AS [INSTRUMENT NO. 01-1637683](#), OF SAID OFFICIAL RECORDS, LYING 200.67 FEET EASTERLY OF AND PARALLEL WITH, MEASURED AT RIGHT ANGLE TO, THE WESTERLY LINE OF PARCEL "A" AS DESCRIBED IN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT (PMX NO. 99- 3109) RECORDED JUNE 20, 2000 AS INSTRUMENT NO. 00-0947614, OF SAID OFFICIAL RECORDS; THENCE
3. ALONG SAID EASTERLY LINE NORTH 05° 34' 37" WEST 225.30 FEET TO THE NORTHERLY LINE OF SAID LOT 1; THENCE
4. ALONG SAID NORTHERLY LINE SOUTH 87° 54' 42" EAST 241.52 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 1050.00 FEET; THENCE
5. EASTERLY ALONG SAID NORTHERLY LINE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02° 38' 42" AN ARC DISTANCE OF 48.47 FEET TO THE POINT OF BEGINNING.

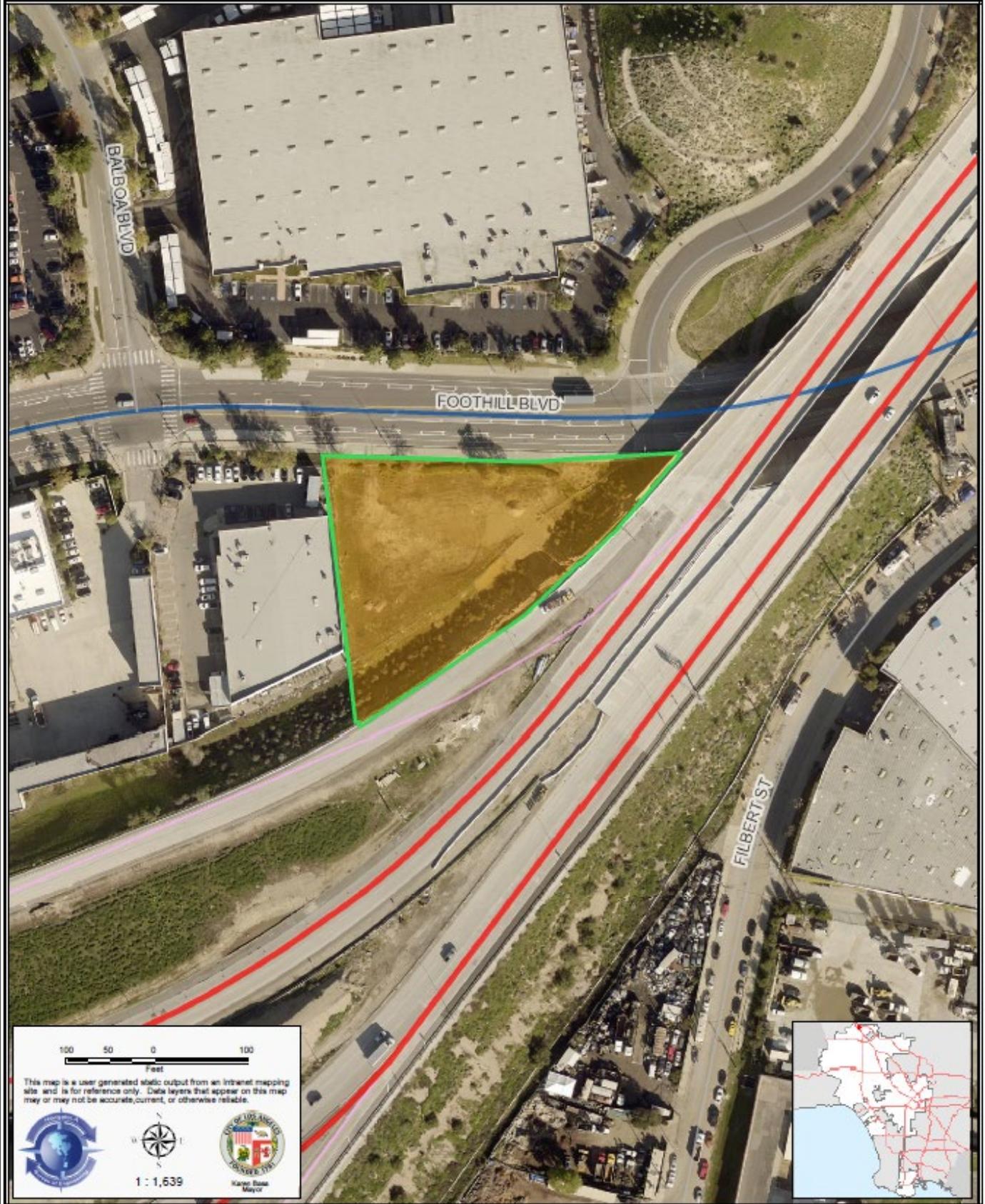
[APN: 2603-007-038](#)

EXHIBIT "B"

CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
1149 S. BROADWAY, 7th FLOOR
LOS ANGELES, CALIFORNIA 90015
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(Articles II and III – City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650 and with the State Clearinghouse in the Office of Planning and Research, if filed with the County Clerk, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.			
LEAD CITY AGENCY AND ADDRESS: City of Los Angeles c/o Bureau of Engineering 1149 S. Broadway, MS 939 Los Angeles, CA 90015		COUNCIL DISTRICT 07	
PROJECT TITLE: Fire Station No. 31 (Sylmar) - Property Acquisition (AKA 16300 Foothill Bl - Acquisition) (W.O. E1908859 / CIP No. N/A)		LOG REFERENCE	
PROJECT LOCATION: 16300 Foothill Boulevard, Assessor's Parcel (APN) No. 2603-007-038, in the Sylmar Community Plan Area of the City of Los Angeles. See Figure 1: Fire Station No. 31 (Sylmar) Project Location. T.G. Page 481, Grid E2			
DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The proposed Fire Station No.31 (Sylmar) - Property Acquisition (Project) consists of the acceptance of the dedication of an approximately 35,067-square-foot parcel of vacant land located at 16300 Foothill Boulevard and/or acceptance of property rights for the property. The Project has the goal of acquiring this parcel of land with future plans to build a fire station, at a time yet to be determined, to help expand public safety and emergency services to the surrounding community. The future fire station would increase the Los Angeles Fire Department capacity for fire and emergency response in the future and will help maintain and/or improve overall emergency response time across the Northeast San Fernando Valley for its residents. The Project site may undergo a zone change from its current zoning [Q]M1-1 to PF (Public Facilities Zone) for clarification purposes . On _____, 2025, the City Council determined the Project is exempt under the California Environmental Quality Act (CEQA) and approved the Project.			
CONTACT PERSON Jaylen Gregory		CONTACT INFORMATION jaylen.gregory@lacity.org	
EXEMPT STATUS: STATE CEQA GUIDELINES CATEGORICAL EXEMPTION* Sec. 15332 * See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.			
JUSTIFICATION FOR PROJECT EXEMPTION: This Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15332, <i>In-fill Development Projects</i> . The Project and future fire station involve in-fill development in an urbanized area. The Project is consistent with the existing and proposed general plan designation, zoning and policies; the site is less than five acres; the site has no valuable habitat; it can be adequately served by required utilities and public services; and approval of the Project would not result in any significant impacts to traffic, noise, air quality or water quality. None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see narrative).			
IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING			
SIGNATURE: <i>Pending project approval.</i> Maria Martin		TITLE: Environmental Affairs Officer Environmental Management Division	DATE: <i>Pending project approval.</i>
FEE: \$75.00	RECEIPT NO.	REC'D BY	DATE

Figure 1: Fire Station No. 31 (Sylmar) Project Location



CATEGORICAL EXEMPTION NARRATIVE

I. DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT, CONTINUED

The goal of the Project is to accept the land dedication and property rights for the 35,067-square-foot property located at 16300 Foothill Boulevard for the anticipated construction of a future fire station to help maintain/expand the emergency service and public safety needs of the surrounding community. The Project site is currently owned by LADR Cascades, LLC. On October 4, 2023, the City of Los Angeles City Council unanimously approved a motion directing the General Services Department and Bureau of Engineering to conduct the necessary work to acquire this property. Although this Project consists of the land acquisition or dedication, this CEQA Notice of Exemption (NOE) includes the analysis of the conceptual intended future use of the acquired land and the development of a fire station to help further service community emergency response needs. Currently, conceptual plans are for construction of an approximately 11,600 to 11,800-square-foot two story firehouse with beds for approximately nine crew members and four captains. The fire station is anticipated to also include three large apparatus bays, a gear storage area, a shop area, a multipurpose area, offices, several restrooms, including some with showers, a kitchen with dining area, a laundry room, and 19 parking spaces.

Currently there is no future date set for the construction of the proposed fire station as funding has not yet been identified. This analysis is conducted now for the purpose of the City of Los Angeles acquiring the vacant parcel of land located at 16300 Foothill Boulevard from LADR Cascades, LLC. Since the fire station design is currently only conceptual, subsequent CEQA analysis may be necessary, if the fire station design and operation fall outside of the analyzed conceptual design envelope.

The Project site is located on the south side of Foothill Boulevard, immediately west of the Interstate 210 Foothill (I-210) Freeway. The site is zoned [Q]M1-1 with a Limited Industrial General Plan Land Use designation. To the west of the Project site is an industrial parcel developed with the Greater Los Angeles County Vector Control building, to the north is Foothill Boulevard and the Inline Distributing Company, a safety equipment supplier, the south and east is the (I-210) Freeway. Refer to Figure 1.

Construction of the fire station will include excavation. Although no archaeological or paleontological resources are known to occur onsite, the following Best Management Practices (BMPs), in conformance with the "Standard Specifications for Public Works Construction (Greenbook)" "Additions and Amendments to the Greenbook (Brown Book)", and Health and Safety Code would be implemented in the event that unanticipated cultural resources or burials were encountered during construction:

BMP CUL-1: In the event that unanticipated historical artifacts were encountered, in accordance with Standard Specifications for Public Works Construction, Section 6-6.2, (Greenbook, 2021), if discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer. Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as testing, or data recovery may be warranted.

BMP CUL-2: While it is considered to be very unlikely, the discovery of human remains is always a possibility during ground disturbances. If human remains are discovered during construction, Section 7050.5 of the State of California Health and Safety Code states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin

and disposition pursuant to Section 5097.98 of the PRC. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Los Angeles County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). The MLD will complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- City of Los Angeles Municipal Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction (Greenbook), including Additions and Amendments (Brown Book)
- Work Area Traffic Control Handbook

II. ENVIRONMENTAL REVIEW

A. Basis for Categorical Exemption

The Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15332. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The Project site is zoned [Q]M1-1, which under the City of Los Angeles Municipal Code, Ordinance No. 173,492, Sec. 12.17.6, allows for a range of commercial and manufacturing uses. The M1 Zone includes, without limitation, any uses in the MR1 Zone, and, with limitations, uses in the CM Zone, and C2 Zone; and the C2 Zone specifically includes fire stations as permitted uses (Sec. 12.14.A.29). In addition, under its current zoning of [Q]M-1 and Plan Designation of Limited Industrial, the Project could request a Public Benefit Entitlement per Sec. 14.00.A.3; fire stations are permitted in any zone per this code section. Furthermore, in the City's Lists of Uses Permitted in Various Zones, the M1 Zone includes uses, with limitations in the C2 Zone, which expressly includes fire stations (also, in any event, fire stations are allowed in all zones with performance standards) (Department of City Planning, 2022).

Notwithstanding, the Project site will still undergo a General Plan Amendment and Zone Change from its current zoning [Q]M1-1 to PF (Public Facilities Zone) and current Plan Designation of Limited Industrial to a Public Facilities Land Use designation for clarification purposes, as the Public Facilities Zone and Land Use is the most appropriate zoning, and land use classification for publicly owned fire stations. Under the City of Los Angeles Municipal Code, Ordinance No. 166,972, Sec. 12.04.09, fire stations are permissible for placement and operation in this PF zone by right. Per Ordinance No. 166,972, the purpose of the PF Public Facilities zone and land use designations is to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan, including, the circulation and service systems designations in the City's adopted district and community plans, and other relevant General Plan elements, including the circulation, public recreation and service systems elements. With the proposed General Plan Amendment and Zone Change, the "Q" condition will be removed from the Project site. The [Q] condition, which was imposed on the parcel per Ordinance No. 172,096, limited certain permitted

uses in the parcel's M1 Zone designation and imposed certain other conditions that do not expressly prohibit fire stations. However, one of the [Q] conditions requires a childcare facility to be developed within a larger area, which does include the subject parcel, in connection with a prior Project entitlement for that larger area; however, the need for the development of a childcare facility no longer exists, and therefore the City may remove the [Q] condition, as well as a related covenant for building a childcare facility on the parcel itself, for clarification purposes.

The Project area has a General Plan land use designation of Limited Industrial which will be amended to a Public Facilities land use which is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise.

The Sylmar Community Plan was adopted by the Los Angeles City Council on June 10, 2015. As stated in the Sylmar Community Plan Chapter 5: Community Facilities, Infrastructure and Open Space, one of the major goals and policies is to construct sufficient facilities to provide fire protection and emergency medical services to serve the residents and businesses in Sylmar. With Sylmar being currently served by only one local fire station and two nearby fire stations, this Project meets the community plans goals and policies by helping maintain and/or expand public safety and emergency services to the surrounding community and helping maintain and/or increase the capacity for fire and emergency response through the acceptance of land for future purposes of developing a fire station.

For the reasons stated above, the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

Infill Development consists of development of vacant or underutilized land within urbanized areas. Section 21072 of the California Public Resources Code (PRC) defines "qualified urban use" as any of the following uses, or a combination of them: residential, commercial, public institutional, transit or transportation passenger facility, and retail. The proposed Project area site is an urban infill site, vacant land, that is less than five acres, within city limits, and is primarily surrounded by industrial and commercial uses as well as the I-210 Freeway. Therefore, the Project meets this criterion.

3. The project site has no value as habitat for endangered, rare or threatened species.

The Project site is in a highly industrialized area and is currently vacant with no vegetative cover that provides any suitable conditions favorable for biological resources to be present. There is only one endangered, rare, or threatened species potentially onsite called Davids Bushmallow, but no onsite or nearby critical habitat exists for that species within the Project vicinity, so it is not expected to be there. Lists of protected species maintained by the California Department of Fish and Wildlife Service and U.S. Fish and Wildlife Service were investigated to make this determination. There are already high existing noise levels at the Project site due to the adjacent freeway use and with the parcel of land being located in an industrialized area.

4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Construction and operational activities would not result in significant impacts related to traffic, noise, air quality, or water quality. Project design and construction will comply with all regulatory requirements and standard specifications to address traffic, noise, air quality, and water quality concerns.

The Project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance and regulations related to pollutant discharge, dewatering, stormwater mitigation, and Best Management Practices for stormwater runoff. These measures will ensure the project will not have significant impacts on noise and water.

Traffic

Per the City of Los Angeles *Transportation Assessment Guidelines* (LADOT, 2022), the City requires the preparation and submission of a transportation assessment for Development Projects or Transportation Projects that meet the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- If a Transportation Project is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.
- A transportation assessment is required by City ordinance or regulation.

The fire station is anticipated to be staffed by approximately a dozen firefighters. It is not anticipated to generate a net increase of 250 or more daily vehicle trips. Additionally, per the *Transportation Assessment Guidelines* (LADOT, 2022), public services (e.g., police, fire stations, public utilities, local serving parks and recreation facilities) do not generally generate substantial vehicle miles traveled (VMT). Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT.

Noise

No adverse construction or operational noise impacts are anticipated as detailed in Fire Station No. 31 (Sylmar) - Property Acquisition (AKA 16300 Foothill Bl – Acquisition), Technical Memorandum: Noise Impact Analysis available on file with the Bureau of Engineering.

The Van Nuys Fire Station 39 Draft Environmental Impact Report (FS 39 EIR) (State Clearinghouse No. 2015031067) published by the City of Los Angeles Bureau of Engineering (BOE) analyzed various impacts of the proposed Fire Station 39, including construction and operational noise. The BOE reviewed the FS 39 EIR Noise analysis and determined the methodology and references used are still valid to use in comparison to the Fire Station 31 Project. Fire Station 31 is anticipated to operate in a similar manner to Fire Station 39; however, given that the facility is smaller and accommodates less staff and apparatus, the number of response calls is anticipated to be lower.

Construction:

Construction of Fire Station 31, similar to FS 39, is expected to require the same general equipment

types such as shown in Table 1, which also shows the corresponding average noise level at 50 feet for each equipment type

Table 1: Construction Noise Emission Levels

Equipment	Average Noise Level (Leq) 50 feet from Source, dBA
Grader	81
Jack Hammer	82
Bulldozers	78
Dump Truck	73
Loader	75
Compactor	76
Backhoe	74
Crane	73
Roller	73
Paver	74
dBA = A-weighted decibel.	
Source: Van Nuys Fire Station 39 Draft Environmental Impact Report	

Within the City, existing daytime ambient noise for uses along major roadways is estimated in the range of 65 to 70 dBA due to the proximity of the Foothill Freeway to Foothill Boulevard, the estimated ambient noise level within the vicinity of the Project site is anticipated to be at the higher end of the range, approximately 70 dBA. Several of the residences closest to the proposed fire station are located along Foothill Boulevard or just south of Foothill Boulevard and east of City-owned, Los Angeles Department of Water and Power, right-of-way, see Figure 1: Project Location Map. Using the acoustical average distance between the proposed Fire Station 31 project site and the closest homes (approximately 900 feet) to the site, noise levels would be approximately 59.9 dBA at the single-family residences east of the Project site. Therefore, a significant construction noise impact is not anticipated.

Operation:

Operational noise associated with the project primarily involves the use of vehicle sirens during emergency response events. Additional components of the fire station building include a station

alarm bell, building Heating Ventilation and Cooling (HVAC) equipment, and potentially an emergency generator.

According to the L.A. CEQA Thresholds Guide (2006), a project would normally have a significant operational noise impact if the project causes the ambient noise level to increase by 3 dBA in CNEL (Community Noise Equivalent Level) to or within the "normally unacceptable" or "clearly unacceptable" category. This means a significant impact would occur if the project caused the ambient noise level to increase by 3dB or more to 70dB CNEL or greater.

Operational noise of Fire Station 31, similar to FS 39, is expected to require the same vehicle types that produce siren noise shown in Table 2, which shows the summary of source data used in a noise model from passby measurements.

Table 2: Fire Station 39 Operational Noise Emission Levels

Event	Passby Duration	Distance	Leq event	Single Event Level (dBA)	Dominant Frequency/ Level
Fire Truck	21 sec	40 feet	87.3	100.6	1000Hz/ 109 dB
Ladder Truck	23 sec	40 feet	98.8	112.5	1250 Hz/119 dB
EMT*	17 sec	30 feet	100.3	111.2	1250 Hz/119dB

* Emergency Medical Technician (EMT) vehicle

These FS 39 noise readings shown in table 2 were representative of the operational noise levels that would occur at 30-40 feet from the project site, with the max noise level equivalent recorded at 100.3 for EMT vehicles. With the nearest sensitive noise receptors for Fire Station 31 being single family homes approximately 900 feet away (more than 860 feet farther than the readings modeled for FS 39) from the Project site, and with the noise levels average being at 59.9 dBA at these residences, no significant impact from operational noise is anticipated to occur since the noise level will not surpass the assumed 70dB CNEL therefore the increase is less than 3 dBA and thus less than significant.

For the reasons stated above and due to the significant distance between the Fire Station and the nearest sensitive noise receptors (over 900 feet away) and the multitude of intervening structures that would further attenuate sound such as the berm along foothill boulevard adjacent east of the project site, the open space from LADWP right away 550 feet east of the Project site, and the block walls surrounding the neighborhood 900 feet east of the Project site; no adverse construction or operational noise impacts are anticipated.

Air Quality

According to the South Coast Air Quality Management District (SCAQMD), interim air quality screening criteria, if the proposed project is less than 75,000 square feet of non-residential use and involves less than 20,000 cubic yards of soil export, the project will not likely exceed the SCAQMD construction or operational thresholds and will not require an air quality assessment. Currently, conceptual plans are for the construction of an approximately 11,600 to 11,800-square-foot fire station, which is well below the screening criteria, therefore the project is not anticipated to result in any significant effects related to air quality.

Per project design and as required by local rules and regulations, the following standard measures will be performed for the construction and operational phases:

- 1) All exposed areas during construction will be frequently watered to reduce the generation of dust.
- 2) Vehicle speed of construction vehicles/equipment in exposed areas (i.e., unpaved access) shall be reduced to reduce the generation of dust.
- 3) The fire station will have HVAC units installed and operating 24/7 to help prevent any potential contaminant exposure from nearby highways and the unit and filters will be used and maintained per product specifications.

Water Quality

There are no significant water quality impacts anticipated to occur during the construction and operation phases of the project. Per project design and per standard operating procedures and regulations, the contractor shall apply the following Section III B (1) j-Stone, Clay, Glass, Concrete of the Board of Public Works Rules and Regulations Governing Pollution Control of Discharges into the storm drain System BMPs during Project construction:

- 1) Store dry materials and waste inside or in covered bermed areas.
- 2) Regularly clean up spills and dust.
- 3) Wash vehicles and equipment in designated areas that drain to recycle ponds or process wastewater treatment systems.
- 4) Use and properly maintain dust collection systems.
- 5) Store dry bulk materials in an enclosed silo or building.
- 6) Materials may include sand, gravel, clay, cement, fly ash, kiln dust, and gypsum.
- 7) Cover material storage piles.
- 8) Divert run-on around storage areas using curbs, dikes, diversion swales or positive drainage away from material storage piles.
- 9) Store only washed sand and gravel outdoors.
- 10) Use dust collection systems (i.e.: bag houses) to collect airborne particles generated as a result of handling and mixing operations.
- 11) Properly remove and recycle or dispose of collected dust to minimize exposure of collected dust to the environment.
- 12) Routinely clean material handling equipment and vehicles to remove accumulated dust and residue.
- 13) Clean exposed mixing equipment after mixing operations is complete.
- 14) Pour and cure precast products in a covered area.
- 15) Clean forms before storing outdoors.
- 16) Install sediment basins, silt fence, vegetated filter strips, or other sediment removal measures downstream/downslope of handling and mixing operations.

5. The site can be adequately served by all required utilities and public services.

The Project area can be adequately served by all required utilities and public services because of the urban location and existing available resources.

In summary, Class 32 is intended to allow for infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant

environmental impacts related to traffic, noise, air quality, or water quality. It may apply to residential, commercial, and/or mixed-use projects. As demonstrated in the text above, the proposed Project meets the requirements of Class 32.

B. Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. This project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15332 (Class 32). Therefore, this exception does not apply.

2. Cumulative Impact. This exception applies when, although a project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

As a land acquisition for a parcel of vacant land with future plans of constructing a fire station, this project is not expected to result in any cumulative impacts of successive projects of the same type in the same place over time. Given the nature of the project and how this fire station will be built in accordance to standard specifications the City routinely uses for similarly sized and designed fire stations, it is not anticipated to result in cumulative impacts when included with successive projects in the same place over time. Based on the Public Right of Way Reservation System and the Department of City Planning (DCP) Active Major Projects (NavigateLA, 2025), there are no active construction projects within 1,000 feet of the Project parcel. The construction of the fire station on the newly acquired land will be conducted in the future at a date yet to be determined, but it is not anticipated to result in any cumulative impacts as the area is fully developed and surrounded by industrial uses.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

There is no unusual circumstance known that might cause a significant effect, therefore this exception has no application here. This Project is similar in effect as other fire stations developed throughout Los Angeles with similar size, layout, and design. The two closest fire stations to the Project site, Fire Stations 18 and 91 are of similar size, layout, and design. Fire Station 91, located 3 miles from the project site is 4,500 square feet (Los Angeles Department of Building and Safety Online Building Records, 2025) and Fire Station 18, located 4 miles from the project site is 4,816 square feet (Los Angeles Department of Building and Safety Online Building Records, 2025).

Each resource area is addressed below, in regard to impacts and unusual circumstances.

Traffic: As described in Section II.A, no significant traffic impacts are anticipated. In addition, there are no known unusual circumstances that apply to this Project. Therefore, this exception for traffic has no application.

Noise: As described in Section II.A, no significant noise impacts are anticipated. In addition, there are no known unusual circumstances that apply to this Project. Therefore, this exception for noise has no application.

Air Quality: As described in Section II.A, no significant air quality impacts or associated health risks due to freeway sensitive use are anticipated. In addition, there are no known unusual circumstances that apply to this Project. Therefore, this exception for air quality has no application.

Water Quality: As described in Section II.A, no significant water quality impacts are anticipated. In addition, there are no known unusual circumstances that apply to this Project. Therefore, this exception for water quality has no application.

Hazardous Materials: Based upon an inspection of on-line agency records for the Project site, potentially significant impacts related to hazardous materials at the project site are not anticipated. A Phase I Environmental Assessment was performed for the project site on October 5, 2023, by Pinnacle Environmental Technologies. The results of the Phase I Environmental Assessment on the Project site and neighboring properties did not identify the presence of known onsite hazardous substance impacts to the environment. No known or unknown releases at the Project site were observed or identified that might impact the subject property. Sampling and analysis of the Project sites road base indicates that it is not contaminated. Therefore, this exception for hazardous materials has no application.

Cultural Resources: Aspen Environmental Group prepared a Phase I Cultural Resources Study for the proposed Project, involving a records search and a field reconnaissance survey. The assessment was conducted to determine whether any significant cultural resources have been previously documented or are likely to be present in the Project area and make recommendations for avoiding impacts to those resources as a result of Project implementation.

On November 19, 2024, Aspen Environmental Group reviewed the results of California Historical Resources Information System (CHRIS) records search from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, to identify any previously recorded cultural resources (i.e., prehistoric, tribal, and historic resources) that may be located within the Project site or within a 0.25-mile radius. The CHRIS records search identified seven cultural resource investigations and one historic architectural resource within 0.25 miles of the Project area. Of these seven previous reports, only one encompasses a portion of the Project area which was performed in 1986 under the name "Archaeological Survey Report: the Sunset Farms Property, City of Los Angeles". The results of that report were negative with no archaeological resource found present. The project design avoids any potential resources to ensure that no potential direct or indirect effects will occur on any historical resources in the project area. ESA also requested a search of the Sacred Land Files (SLF) and list of Native American contacts from California Native American Heritage Commission (NAHC) on November 25, 2024. Results of the SLF search from the NAHC were negative.

Aspen concluded that research revealed that no cultural or paleontological resources are known to be present within the Project area therefore no known resources would be impacted as a result of this project. In the event that unanticipated cultural resources or human burials are found during construction, the BMPs identified above would be implemented to manage the resources in accordance with applicable regulations. No unusual circumstances were identified and no significant impacts due to unusual circumstances were identified. Therefore, this exception for cultural resources does not apply.

4. Scenic Highway. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The proposed project is not within a state designated scenic highway or within sight of any state designated scenic highway. Therefore, this exception has no application to this project.

5. Hazardous Waste Site. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

As of November 12, 2024, the Project site was not listed as a hazardous waste site. Therefore, this exception has no application to this Project.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource.

As discussed above, the site is vacant and encountering cultural resources is not anticipated. However, there is still a potential to encounter previously unknown archaeological resources during excavation and trenching activities associated with the proposed Project. With the implementation of the BMPs, Regulatory Compliance Measures outlined above, and compliance with all appropriate Federal, State, and local laws and regulations there would be no potential for significant effects to cultural resources. Therefore, a substantial adverse change in the significance of historical, archaeological, or paleontological resources is not anticipated, and this exception has no application here.

IV. REFERENCES

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Public Works Standards Inc., 2021. Standard Specifications for Public Works Construction. "Green Book"

Additional evidence is on file with the City of Los Angeles, Bureau of Engineering. September 6, 2016. https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

EXHIBIT "C"

Fire Station No. 31 Findings, Page 1

Fire Station No. 31 (Sylmar) - Property Acquisition (AKA 16300 Foothill Bl - Acquisition) (W.O. E1908859) (Project) – Findings

1. The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

A. The Project site is zoned [Q]M1-1, which under the City of Los Angeles Municipal Code, Ordinance No. 173,492, Sec. 12.17.6, allows for a range of commercial and manufacturing uses.

B. The M1 Zone includes, without limitation, any uses in the MR1 Zone, and, with limitations, uses in the CM Zone and C2 Zone; and the C2 Zone specifically includes fire stations as permitted uses (Sec. 12.14.A.29).

C. In addition, under its current zoning of [Q]M-1 and Plan Designation of Limited Industrial, the Project could request a Public Benefit Entitlement per Sec. 14.00.A.3; fire stations are permitted in any zone per this code section.

D. The City's Lists of Uses Permitted in Various Zones (2022) provides that the M1 Zone includes uses, with limitations, in the C2 Zone, which expressly includes fire stations; also, fire stations are allowed in all zones with performance standards.

E. The Project site will still undergo a General Plan Amendment and Zone Change from its current zoning [Q]M1-1 to PF (Public Facilities Zone) and current Plan Designation of Limited Industrial to a Public Facilities Land Use designation for clarification purposes, as the Public Facilities Zone and Land Use is the most appropriate zoning and land use classification for publicly owned fire stations.

i. Under the City of Los Angeles Municipal Code, Ordinance No. 166,972, Sec. 12.04.09, fire stations are permissible for placement and operation in this PF zone by right. Per Ordinance No. 166,972, the purpose of the PF Public Facilities zone and land use designation is to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan, including, the circulation and service systems designations in the City's adopted district and community plans, and other relevant General Plan elements, including the circulation, public recreation and service systems elements.

ii. With the proposed General Plan Amendment and Zone Change, the "Q" condition will be removed from the Project site. The [Q] condition, which was imposed on the parcel per Ordinance No. 172,096, limited certain permitted uses in the parcel's M1 Zone designation and imposed certain other conditions that do not expressly prohibit fire stations. However, one of the [Q] conditions requires a childcare facility to be developed within a larger area, which does include the subject parcel, in connection with a prior Project entitlement for that larger area; however, the need for the development of a childcare facility no longer exists, and therefore the City may remove

the [Q] condition, as well as a related covenant for building a childcare facility on the parcel itself, for clarification purposes.

F. The Project area has a General Plan land use designation of Limited Industrial which will be amended to a Public Facilities land use which is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise.

G. The Sylmar Community Plan was adopted by the Los Angeles City Council on June 10, 2015. As stated in the Sylmar Community Plan Chapter 5: Community Facilities, Infrastructure and Open Space, one of the major goals and policies is to construct sufficient facilities to provide fire protection and emergency medical services to serve the residents and businesses in Sylmar. With Sylmar being currently served by only one local fire station and two nearby fire stations, this Project meets the community plans goals and policies by helping maintain and/or expand public safety and emergency services to the surrounding community and helping maintain and/or increase the capacity for fire and emergency response through the acceptance of land for future purposes of developing a fire station.

2. This Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15332, In-fill Development Projects. The Project and future fire station involve in-fill development in an urbanized area. The Project is consistent with the existing and proposed general plan designation, zoning and policies; the site is less than five acres; the site has no valuable habitat; it can be adequately served by required utilities and public services; and approval of the Project would not result in any significant impacts to traffic, noise, air quality or water quality. None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see CEQA Notice of Exemption Narrative).

A. There is no unusual circumstance known that might cause a significant effect. This Project is similar in effect as other fire stations developed throughout Los Angeles with similar size, layout, and design.

3. The documents and other materials that constitute the agency's record of proceedings or administrative record on which these Findings are based are located at the Office of the City Clerk, 200 North Spring Street, 3rd Floor, Los Angeles, CA; the Bureau of Engineering, 1149 S. Broadway, Suite 600, Los Angeles CA; and any other relevant City department.

A. The City has relied on all of the documents listed above in reaching its decisions on the Project, even if not every document was formally presented to the City as part of the files generated in connection with the Project. Without exception, any documents set forth above not found in the project files fall into one of the two categories below. First, many of them reflect prior planning or legislative decisions with which City Council decisionmakers were aware in approving the project. The second category are other documents that influenced the expert advice provided to the City's staff or the environmental consultants who prepared the Notice of Exemption, who then provided advice to the final decisionmakers. For that reason,

such documents form part of the underlying factual basis for the City's decisions relating to the approval of the Project.