



CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Categorical Exemption

5240 Lankershim Project

Case Number: ENV-2022-6486-CE

Related Case Number: DIR-2022-6485-TOC-SPR-VHCA

Project Location: 5240 N. Lankershim Boulevard, Los Angeles, CA 91601

Community Plan Area: North Hollywood – Valley Village Community Plan

Council District: 2

Project Description: The Project Site contains a 2-story (33 feet in height), 32,995 square foot building constructed in 2011 that contains the following uses: Restaurant (1,965 square feet), Movie theater (1,100 seats, 27,400 square feet), Office space (3,630 square feet). All uses would be removed. The Project would construct a mixed-use development with 128 residential units (including 13 affordable units) and 5,000 square feet of commercial restaurant uses (1,946 square feet of fast food and 3,054 square feet of high turnover sit-down restaurants) in a 7-story, 92 feet tall to top of roof, 129,192 square foot floor area building. 71 vehicle parking spaces would be provided on the ground level and subterranean level.

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following: 1. Transit Oriented Communities (“TOC”) Affordable Housing Incentive Program determination with Base Incentives and two Additional Incentives (Yard/Setback and Open Space), pursuant to Section 12.22 A.31 of the Los Angeles Municipal Code (“LAMC”), to permit an Eligible Housing Development (Tier 3) consisting of 128 residential units, including 13 units (10%) restricted to Extremely Low-Income Households. 2. Site Plan Review, pursuant to LAMC Section 16.05 C, for a development project which will create 50 or more dwelling units. Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route permits, excavation permits, foundation permits, building permits, and sign permits.

PREPARED FOR:

The City of Los Angeles
Los Angeles City Planning

PREPARED BY:

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APPLICANT:

Lankershim Los Angeles Apartments,
LLC
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November 2022

Section 1

Project Description

This section is based on the following items, which is included as **Appendix A** to this CE:

A-1 Plans, Urban Architecture, May 23, 2022.

A-2 Landscape Plans, MJS Landscape Architecture, July 7, 2022.

A-3 Letter, Los Angeles Department of Public Works, Bureau of Engineering, District Engineer, Valley District, May 17, 2022.

1 Project Information

<u>Project Title:</u>	5240 Lankershim Project
<u>Document Type:</u>	Class 32 Categorical Exemption (CE) for new mixed-use in-fill development (the Project)
<u>Environmental No.:</u>	ENV-2022-6486-CE
<u>Related Case No.:</u>	DIR-2022-6485-TOC-SPR-VHCA
<u>Project Location:</u>	5240 N. Lankershim Boulevard, Los Angeles, CA 91601 (Project Site or Site)
<u>Lead Agency:</u>	City of Los Angeles, Los Angeles City Planning 200 N. Spring Street, Room 763, Los Angeles, CA 90012 Oliver Netburn, City Planner 213-978-1382, oliver.netburn@lacity.org
<u>Applicant:</u>	Lankershim Los Angeles Apartments, LLC 4601 Park Road, Suite 450, Charlotte, North Carolina 28209
<u>Prepared By:</u>	CAJA Environmental Services, LLC 9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311 Seth Wulkan, Project Manager 310-469-6704, seth@ceqa-nepa.com

2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

(a) Location. 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 in a particularly sensitive environment be significant. 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.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. 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. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

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

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

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

(e) The site can be adequately served by all required utilities and public services.

3 Environmental Setting

3.1 Project Location

The Project Site is located on the northeast side of Lankershim Boulevard at Academy Way, between Weddington Street to the north and Magnolia Boulevard to the south. The Site consists of 1 lot, located in the North Hollywood – Valley Village Community Plan area of the City of Los Angeles (City), in the County of Los Angeles (County).

3.2 Surrounding Land Uses

North adjacent to the Site is an 8-story office building that contains a medical office (currently Kaiser Permanente) and office uses (5250 Lankershim Boulevard), zoned C4-2D-CA.

South adjacent to the Site is a 1-story restaurant building (currently Bruxie restaurant, 5230 Lankershim Boulevard), zoned C4-2D-CA. The building is a potential historic resource originally known as Phil's Diner under consideration by the City.¹

West across Lankershim Boulevard is a 1-story commercial building containing multiple restaurant uses (5225-5249 Lankershim Boulevard), zoned C4-2D-CA.

East across Academy Way (a private driveway) is a 2-story office building (currently Television Academy and Saban Media Center, 5220 Lankershim Boulevard), zoned C4-2D-CA. The Saban Media Center contains a theater space, approximately 175 feet east of the Site.

Other historic resources in addition to 5230 Lankershim described above (including potential) in the immediate area include:

- El Portal Theater, 5267 Lankershim Boulevard, 200 feet northwest of the Site, is a Los Angeles Historic-Cultural Monument (No. 573).²

The nearest school to the Site includes:

- Lankershim Elementary School, 5250 Bakman Avenue, 240 feet west of the Site.

The nearest housing to the Site includes:

- Lofts at NoHo Commons Apartments, 11179 Weddington Street, 215 feet north of the Site.

Academy Village Apartments, 5225 Blakeslee Avenue, 270 feet east of the Site.

¹ ZIMAS, <http://zimas.lacity.org>, Known as Phil's Diner, 5230 Lankershim, potential Los Angeles Historic-Cultural Monument.

² HistoricPlacesLA: <http://historicplacesla.org/reports/057f4171-edea-4b35-af4f-f84b918ccf22>, accessed April 22, 2022.

3.3 Regional and Local Access

Regional access is provided by:

- CA-170 (Hollywood) Freeway, located 2,300 feet west of the Site
- CA-134 (Ventura) Freeway, located 4,800 feet south of the Site

Local access is provided by:³

- Lankershim Boulevard (Boulevard II in the Mobility Plan 2035), adjacent to the Site
- Academy Way (local access private driveway) adjacent to the Site
- Magnolia Boulevard (Avenue II), 275 feet south of the Site
- Weddington Street (Local Street Standard), 235 feet northwest of the Site
- Bakman Avenue (Local Street Standard), 615 feet west of the Site
- Chandler Boulevard (Boulevard II), 675 feet northwest of the Site

3.4 Public Bicycle Facilities

There is a Metro Bike Share station at the North Hollywood Pedestrian Plaza, located at 5223 Lankershim Boulevard, 100 feet southwest of the Site.⁴

The following are bicycle-friendly streets according to the Los Angeles Department of Transportation (LADOT) Bike Program:⁵

- Lankershim Boulevard, adjacent to the Site
- Bakman Avenue, 730 feet west of the Site

The following dedicated bike lane in the area include:

- Chandler Boulevard, 650 feet north of the Site

3.5 Pedestrian Facilities

There is a sidewalk along the Project Site's west side on Lankershim Boulevard. Striped crosswalks are provided at the north and east legs of the nearest signalized intersection:

³ NavigateLA, <https://navigatea.lacity.org/navigatea/>

⁴ Metro Bike Share: <https://bikeshare.metro.net/stations/>

⁵ According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

- Lankershim Boulevard and Academy Way, adjacent to the Site

3.6 Public Transit

The Site is within a High Quality Transit Area (HQTA)⁶. An HQTA is an area within one-half mile of a High Quality Transit Corridor (HQTC) or Major Transit Stop. A HQTC must have a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, and a Major Transit Stop must contain either an existing rail station, ferry terminal, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak community periods.⁷ The Site qualifies because it is within a half mile of the Metro B rail line.

Los Angeles County Metropolitan Transportation Authority (Metro)⁸ Los Angeles Department of Transportation (LADOT),⁹ and City of Burbank Bus (BurbankBus)¹⁰ operate public transit in the area.

- Metro B (Red)¹¹ subway runs south to Universal City and Hollywood and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective February 20, 2022) provides service every 10 minutes during the AM and PM peak periods.¹²
- Metro G (Orange) bus rapid transit runs east to Valley Village and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective October 23, 2022) provides service every 6-8 minutes during the AM and PM peak periods.¹³
- BurbankBus Green Route to Media Center and Orange Route to Airport and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective August 2020) provides service every 30 minutes during the AM and PM peak periods.¹⁴
- Metro Local 155, bus line run north-south along Lankershim Boulevard and stops at Magnolia Boulevard, 260 feet south of the Site. The latest schedule (effective June 26, 2021) provides service every 60 minutes during the AM and PM peak periods.¹⁵
- Metro Local 224, bus line run north-south along Lankershim Boulevard and stops at Magnolia Boulevard, 260 feet south of the Site. The latest schedule (effective October 23, 2022)

⁶ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed April 22, 2022.

⁷ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530, accessed April 22, 2022.

⁸ Metro System map: <https://www.metro.net/riding/guide/system-maps/>, accessed April 22, 2022.

⁹ LADOT DASH map: <https://www.ladottransit.com/map/dashmap.html>, accessed April 22, 2022.

¹⁰ BurbankBus: <https://www.burbankca.gov/burbankbus>

¹¹ In January 2020, Metro renamed its rail line, and currently has a transitional naming system using both the letter and the color: <https://www.metro.net/riding/line-letters/>

¹² Metro schedule for Line 802 (B): <https://www.metro.net/riding/schedules/?line=802>

¹³ Metro schedule for Line 901 (G): <https://www.metro.net/riding/schedules/?line=901-13164>

¹⁴ BurbankBus schedule for Green Line: <https://www.burbankca.gov/green-route>

¹⁵ Metro schedule for Line 155: <https://www.metro.net/riding/schedules/?line=155-13164>

provides service every 15 minutes during the AM and PM peak periods.¹⁶

- Metro Express 501 bus line run north-south along Lankershim Boulevard and stops at Magnolia Boulevard, 260 feet south of the Site. The latest schedule (effective June 26, 2022) provides service every 20 minutes during the AM and PM peak periods.¹⁷
- Metro Local 152, bus line run north-south along Lankershim Boulevard and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective October 23, 2022) provides service every 15 minutes during the AM and PM peak periods.¹⁸
- Metro Local 154 bus line run north-south along Lankershim Boulevard and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective June 26, 2022) provides service every 60 minutes during the AM and PM peak periods.¹⁹
- Metro Local 162 bus line runs north-south along Vineland Avenue and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective June 26, 2022) provides service every 15-20 minutes during the AM and PM peak periods.²⁰
- LADOT Commuter Express 549 bus line run north-south along Lankershim Boulevard and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective July 31, 2021) provides service every 25 minutes during the AM and PM peak periods.²¹
- Metro Local 237 bus line runs east-west along Chandler Boulevard and stops at Lankershim Boulevard, 775 feet north of the Site. The latest schedule (effective June 26, 2022) provides service every 60 minutes during the AM and PM peak periods.²²

3.7 Planning and Zoning

Table 1-1, Project Site, lists the Site’s APNs, zoning and General Plan land use designation.

The Project Site is zoned C4-2D-CA (Commercial zone, Height District 2, Development Limitation, Commercial and Aircraft District) and General Plan designated Community Commercial.

The D designation is a height district limitation with restrictions. The D restrictions state that total development shall have a total floor area not to exceed three times the combined buildable area for all the lots within the subarea; however, individual development may have a total floor area not to exceed six times the buildable area of the lot or lots on which it is located.²³

¹⁶ Metro schedule for Line 224: <https://www.metro.net/riding/schedules/?line=224-13164>

¹⁷ Metro schedule for Line 501: <https://www.metro.net/riding/schedules/?line=501-13164>

¹⁸ Metro schedule for Line 152: <https://www.metro.net/riding/schedules/?line=152-13164>

¹⁹ Metro schedule for Line 154: <https://www.metro.net/riding/schedules/?line=154-13164>

²⁰ Metro schedule for Line 162: <https://www.metro.net/riding/schedules/?line=162-13164>

²¹ LADOT schedule for Line 549: <https://www.ladottransit.com/comexp/routes/549/549.html>

²² Metro schedule for Line 237: <https://www.metro.net/riding/schedules/?line=237-13164>

²³ D Limitation, Ordinance No. 162,937, CPC-1986-0108, SA605, effective December 22, 1987: <https://planning.lacity.org/pdiscaseinfo/document/ODEzOQ0/6d0d2d25-0f15-4c7d-b0c2-0a119627b1eb/ord>

The Commercial and Artcraft District is a zoning overlay²⁴ which encourages live/work activities for artisan segments of the population permitting artcraft activities, combined with commercial and residential uses.

The Project Site is impacted by the following additional zoning information:

- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-1117 MTA Right-of-Way (ROW) Project Area

The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of Lankershim Boulevard and Chandler Avenue, 775 feet north of the Site.²⁵

**Table 1-1
Project Site**

Address	Lot	APN	Zone	General Plan
5240 N. Lankershim Boulevard	C	2350-018-091	C4-2D-CA	Community Commercial
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , April 2022.				

3.8 Existing Conditions

The Project Site contains a 2-story (33 feet in height), 32,995 square foot building constructed in 2011 that contains the following uses:²⁶

- Restaurant (1,965 square feet),
- Movie theater (1,100 seats, 27,400 square feet),
- Office space (3,630 square feet).

All uses would be removed.

Parking for the uses is provided in a multi-level parking structure adjacent to the northeast that is not part of the Site.

²⁴ Ordinance No. 170,549: <https://planning.lacity.org/pdiscaseinfo/document/MTAxMTI0/6d0d2d25-0f15-4c7d-b0c2-0a119627b1eb/ord>

²⁵ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

²⁶ [Transportation Assessment](#), Armen Hovanesian Transportation Consulting, July 28, 2022.

The Site is not subject to a Historic Preservation Review,²⁷ not listed in HistoricPlacesLA,²⁸ and not listed in SurveyLA.²⁹

The Project Site is not currently listed under national, state, or local landmark or historic district programs. Additionally, it has not been identified in any previous historic resource surveys of the area including SurveyLA, the citywide historic resources survey of Los Angeles. Constructed in 2011, the building on the Project Site is not old enough to warrant evaluation as a potential historical resource.³⁰

The State Office of Historic Preservation (SOHP) encourages the collection of information about properties that may become eligible for listing in the National Register or California Register within the planning period for a development project. Generally, a property must be 50 years of age to be eligible for listing in the National and California Registers, so SOHP recommends the evaluation of properties over 45 years of age as potential historical resources. The 45-year benchmark recognizes that there may be as much as a five-year lag between the identification of historical resources and the date planning decisions are made.³¹

The Site is immediately adjacent to a building at 5230 Lankershim (originally known as Phil's Diner) and was formally determined eligible for listing in the National Register in 1984 through the Section 106 review process. As a result of this determination, the property was automatically listed in the California Register.³²

There are 12 street trees on Lankershim Boulevard. There are 4 onsite trees along the private walkway at the rear of the existing building along Academy Way (private driveway). There are no protected trees³³ or shrubs³⁴ on the Site.³⁵

²⁷ <http://zimas.lacity.org>, accessed April 22, 2022.

²⁸ The Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, is managed and maintained by the Los Angeles Office of Historic Resources (OHR). It includes properties designated as Los Angeles Historic-Cultural Monuments (HCM) or located within designated Historic Preservation Overlay Zones (HPOZ). <http://historicplacesla.org/map>, accessed April 22, 2022.

²⁹ The findings of SurveyLA, the citywide historic resource survey of Los Angeles, are also included in HistoricPlacesLA.org as well as individual survey reports for each Community Plan Area (CPA). SurveyLA, Hollywood: <https://planning.lacity.org/preservation-design/survey-la-results-hollywood>, accessed April 22, 2022.

³⁰ Historic Memorandum, Teresa Grimes Historic Preservation, July 16, 2021.

³¹ Instructions for Recording Historical Resources (Sacramento: Office of Historic Preservation, March 1999), 2.

³² ZIMAS, <http://zimas.lacity.org>, Known as Phil's Diner, 5230 Lankershim, potential Los Angeles Historic-Cultural Monument. Phil's Diner was located at 11138 Chandler Boulevard and moved to its current location in 2010 and was formally determined eligible for listing in the National Register in 1984 through the Section 106 review process. As a result of this determination, the property was automatically listed in the California Register.

³³ LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*). (b) Southern California Black Walnut (*Juglans californica* var. *californica*) (c) Western Sycamore (*Platanus racemosa*) (d) California Bay (*Umbellularia californica*) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

³⁴ Effective February 4, 2021 in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.

³⁵ Tree Evaluation Report, Arborgate Consulting, June 22, 2022.

4 Project Description

4.1 Project Overview

The Project would construct a mixed-use development with 128 residential units (including 13 affordable units) and 5,000 square feet of commercial restaurant uses (1,946 square feet of fast food and 3,054 square feet of high turnover sit-down restaurants) in a 7-story, 92 feet tall to top of roof, 129,192 square foot floor area building. 71 vehicle parking spaces would be provided on the ground level and subterranean level.

The 128 units include 23 studio units, 66 1-bedroom units, and 39 2-bedroom units.

The Project Site lot area is 29,639 square feet (0.68 acres).³⁶

4.1.1 Density

See **Table 1-2** for the density calculation. Pursuant to the City’s General Plan and Los Angeles Municipal Code (LAMC) Sections 12.14 A.4, 12.13.5 A.1, and 12.11 C.4, the maximum residential density within the C4 zone is the same as the R4 zone, which is one dwelling unit for every 400 square feet of lot area.

The Project could provide a density of 74 units per LAMC (which rounds down) and a base density of 75 units per TOC (which rounds up).

The Project is requesting a TOC Base Incentive (TOC Guidelines Section VI.1.a.iii) to allow an increase in number of dwelling units by 70%. This would allow 128 units.

The Project proposes 128 units, of which 10% (13 units) would be reserved for Extremely Low Income (ELI) households. The remaining 115 units will be market-rate.

**Table 1-2
Density**

Area	TOC Base		TOC Max		Provided
	Rate	Units	Incentive	Units	
29,639 sf	1 unit / 400 sf	74	+70% (+54 units)	128	128
R4 density. LAMC rounds down, TOC rounds up (TOC Guidelines V.2.a.) <u>Plans</u> , Urban Architecture, May 23, 2022.					

³⁶ Plans, Urban Architecture, May 23, 2022.

4.1.2 Floor Area

See **Table 1-3** for the floor area and floor-area ratio (FAR). The site’s “D” designation is a development limitation imposed under Ordinance No. 162,937 which limits the total cumulative FAR for lots in Subarea 605 (in which the Project Site is located) to 3 to 1. However, individual development may have a total floor area not to exceed 6 to 1, as long as the cumulative FAR in Subarea 605 (which extends beyond the Project Site) does not exceed 3 to 1. The “D” Limitation further provides that the former Community Redevelopment Agency (“CRA”) shall ensure that each lot within Subarea 605 retains sufficient development rights. Therefore, the base FAR for the site is 6:1.

The Project seeks the TOC Base Incentive (TOC Guidelines Section VI.1.b.iii) to increase the FAR and floor area by up to 50%, to 9:1 and 266,751 square feet.

The Project proposes a floor area of 129,192 square feet and 4.36:1 FAR. Of this total, 124,192 square feet is residential floor area (and related amenities) and 5,000 square feet is commercial restaurant space. The commercial restaurants floor area is located at the ground floor of the Project fronting Lankershim Boulevard.

**Table 1-3
Floor Area**

Buildable Area	TOC Base		TOC Max		Provided	
	FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
29,639 sf	6:1	177,834 sf	9:1	266,751 sf	4.36:1	129,192 sf
LAMC rounds down, TOC rounds up (TOC Guidelines V.2.a.) Plans, Urban Architecture, May 23, 2022.						

4.1.3 Height

There is no maximum height for a Project in the C zone in a 2D Height District.

There is no height restriction. The Project building will be 7 stories and approximately 88 feet-4.5 inches to the top of parapet, plus additional height for rooftop structures and equipment permitted under LAMC Section 12.21.1 B.3, for a maximum proposed height of approximately 92 feet.

4.2 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building and residential units located within the building have been integrated into the overall architectural theme of the Project.

The Project is designed with a façade that utilizes a variety of materials, including metal, cement plastering, and glass in order to add visual interest through different textures and colors. This variation, along with insets and offsets, and street-facing residential windows and storefront glazing at the ground floor, separates the residential portions of the building from commercial, avoids a dull or repetitive façade, and contribute to neighborhood safety by activating the ground floor and putting more “eyes on the street.”

The building provides volume articulation with carved out sections that break down the massing. The ground floor has glass openings that provide a pedestrian-friendly experience to the residents and the public. Ground floor retail and a bicycle cafe activates the street.

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored plaster, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the first floor to upper levels.

4.3 Open Space

Table 1-4, Open Space, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

The Project seeks the TOC Additional Incentive (TOC Guidelines Section VII.1.b.ii) to reduce the required open space by 25%. The Project would provide 10,332 square feet of open space in a courtyard with a pool, sky decks, interior residential amenity, and private balconies.

**Table 1-4
Open Space**

Use	Quantity	Rate	Total (sf)
Required			
< 3 habitable rooms (Studio)	23 units	100 sf / unit	2,300
< 3 habitable rooms (1-bedroom)	66 units	100 sf / unit	6,600
= 3 habitable rooms (2-bedroom)	39 units	125 sf / unit	4,875
> 3 habitable rooms	0 units	175 sf / unit	0
Subtotal			13,775
TOC Reduction (25%)			(3,443)
Total			10,332
Provided			
Common and Open to the Sky	Courtyard		4,336
	Sky Deck 1		465
	Sky Deck 2		1,175
	Subtotal		5,976
Common and Interior	Residential Amenity		2,356
Subtotal			8,332
Private	Balcony (40 x 50 sf)		2,000
Total Provided			10,332
Per LAMC 12.21.G.			

Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room.

For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.

The studio and 1 bedroom units have less than 3 habitable rooms. The 2 bedroom has 3 habitable rooms. Plans, Urban Architecture, May 23, 2022.

4.4 Landscaping

Per LAMC Section 12.21.G.a.3, A minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

See **Table 1-5, Landscape Area and Tree Requirement**, for the required and provide landscape area and trees. The Project is required to provide 25% of its 8,332 square feet of common open space as landscaping, or 2,083 square feet. The Project would provide 2,370 square feet of landscaped common open space on level 1 and the roof decks.³⁷

There are 12 street trees on Lankershim Boulevard. These would remain.

There are 4 onsite trees on the sidewalk along the rear of the existing building. The Project would remove the 4 onsite trees.

The tree removal will comply with the City's Tree Replacement Program (including Urban Forestry Division, Bureau of Street Services for the street trees).

The Project would be required to provide at least 32 trees (1 tree per 4 units). The Project would provide 32 trees on level 1 (17 trees) and the roof decks (15 trees).³⁸

The Project would comply with LAMC requirements for trees and landscaping.

**Table 1-5
Landscape Area and Tree Requirement**

Use	Requirement	Quantity	Required	Provided
Landscape Area	25% of Outdoor Common Open Space	8,332 sf	2,083 sf	2,370 sf
Trees	1 tree per 4 residential units	128 units	32 trees	32 trees
<u>Landscape Plans</u> , MJS Landscape Architecture, July 7, 2022.				

4.5 Access and Circulation

There are no curb cuts on Lankershim Boulevard or on the private driveway to the rear of the Site.

³⁷ Landscape Plans, MJS Landscape Architecture, July 7, 2022.

³⁸ Landscape Plans, MJS Landscape Architecture, July 7, 2022.

Two curb cuts would be added on the private driveway (Academy Way) to the rear of the Site for access to the ground floor and subterranean level parking, which would not have internal circulation or connections.

Pedestrian access to the commercial area and to the residential lobby would be located on Lankershim Boulevard.

The Mobility 2035 Plan designates Lankershim Boulevard, which bounds the Project Site to the west, as a Boulevard II, with a required public right-of-way width of 110 feet (half width of 55 feet, as measured from the street centerline to the Project Site property line), including a roadway width of 80 feet (half roadway width of 40 feet) and 15-foot-wide sidewalks. The portion of Lankershim Boulevard where it adjoins the Project Site has an existing public right-of-way half width of approximately 62 feet, which is wider than the 55-foot half public right-of-way standard. No dedication, street widening or sidewalk widening is required.³⁹

Currently, there are 7 metered on-street parking spaces and a single passenger loading zone within a 2-hour parking zone, limited to the hours of 8 am to 6 pm, adjacent to the Project frontage on Lankershim Boulevard. The Project does not intend to make any changes to the on-street parking. The on-street parking spaces, if available, may be used by the patron of the commercial uses or visitors to the residents in the building. Similarly, the passenger loading zone may be used to pick-up or drop-off passengers accessing the building.⁴⁰

4.6 Vehicle Parking

Table 1-6, Vehicle Parking, provides the amount of required and provided vehicle parking.

Per LAMC 12.21.A.4.(a), residential uses require 1 space/unit with less than 3 habitable rooms, 1.5 spaces/unit with 3 habitable rooms, and 2 spaces for more than 3 habitable rooms.

The Project seeks the TOC Base Incentive (TOC Guidelines Section VI.2.a.i.1), which requires 0.5 parking spaces for residential units in an Eligible Housing Development.

The Project seeks the TOC Base Incentive (TOC Guidelines Section VI.2.e.iii), which provides up to a 30% reduction in the nonresidential parking requirement.

The Project would provide 71 spaces (64 spaces for residential, 7 for commercial). The 7 commercial and 19 residential would be provided on the ground floor and 45 additional residential spaces on the subterranean level.

**Table 1-6
Vehicle Parking**

Use	Quantity	TOC		Provided
		Rate	Required	
Residential – Studio	23 units	0.5 space / unit	11.5	64
Residential – 1 bedroom	66 units	0.5 space / unit	33	

³⁹ [Letter](#), Los Angeles Department of Public Works, Bureau of Engineering, District Engineer, Valley District, for the Project's building permit application, May 17, 2022. Included as Appendix A-3 to this CE.

⁴⁰ [Transportation Assessment](#), Armen Hovanessian Transportation Consulting, July 28, 2022.

Residential – 2 bedroom	39 units	0.5 space / unit	19.5	
Subtotal Residential			64	
Commercial	5,000 sf	2 / 1,000 sf	10	
		30% TOC Reduction	(3)	7
Subtotal Commercial			7	
Total			71	71
Residential parking per TOC Guidelines Tier 3 is 0.5 spaces. Electric vehicle charging station (EVCS) is 10% of provided spaces Future electric vehicle supply equipment (EVSE) is 30% of provided spaces. Plans, Urban Architecture, May 23, 2022.				

4.6.1 Electric Vehicle Parking

According to LAMC Section 99.04.106.4.2, where multi-family dwelling units and other "R" occupancies are constructed on a building site, and parking is available, 30% of the total number of parking spaces provided, but in no case less than one space, shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). According to LAMC Section 99.04.106.4.4, the number of electric vehicle charging stations (EVCS) shall be 10% of the total number of parking spaces provided for all new multi-family dwelling units, other "R" occupancies, hotels and motels.

Calculations for the required number of EV spaces and EVCS shall be rounded up to the nearest whole number. The number of EVCS can be counted towards the total number of EV spaces required for the building required per Subsections 99.04.106.4.2 and 99.04.106.4.3.1.

LAMC Section 99.05.106.5.3.3 applies to nonresidential uses and has the same 30% EVSE requirements. LAMC Section 99.05.106.5.3.6 applies to nonresidential uses and has the same 10% EVCS requirements.

Therefore, the Project would provide 22 EV spaces with EVSE $[(64 \times 30\%) + (7 \times 30\%)]$, of which 8 would have EVCS $[(64 \times 10\%) + (7 \times 10\%)]$.

4.7 Bicycle Parking

Table 1-7, Bicycle Parking, provides the amount of required and provided bicycle parking. The Project would provide 101 bicycle parking spaces (91 long-term bicycle parking spaces and 10 short-term bicycle parking spaces on the ground floor).

LAMC 12.21.A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

**Table 1-7
Bicycle Parking**

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	1-25 units	1 / 10 units	2.5		1 / 1 unit	25	
Residential	26-100 units	1 / 15 units	5		1 / 1.5 units	50	

Residential	101-200 units	1 / 20 units	1.4		1 / 2 units	14	
Commercial	5,000 sf	1 / 2,000 sf	2		1 / 2,000 sf	2	
Total			10	10		91	91

LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480.

A minimum of two short-term bicycle parking spaces shall be provided in all cases.

Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included on-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.

Plans, Urban Architecture, May 23, 2022.

4.8 Lighting and Signage

Project signage would include building identification, wayfinding, and security markings. Signage would be similar to other signage in the Project's vicinity. No off-site signage is proposed.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architecture and landscaping.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of the LAMC Section 93.0117(b).

4.9 Site Security

The Project would provide a security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.10 Sustainability Features

The Project would comply with the applicable Los Angeles Green Building Code (LAGBC, 2020 version effective January 1, 2020)⁴¹ and the applicable California Green Building Standards Code (CalGreen, 2019 version effective January 1, 2020, or the 2022 version effective January 1, 2023).⁴² The applicability is determined when the Project is submitted and accepted by plan check.

All building systems would meet current Title 24 Energy Standards, and the proposed building would be designed to promote better day lighting and air ventilation. These standards would

⁴¹ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on March 16, 2022.

⁴² California Building Codes: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#@ViewBag.JumpTo>, accessed on March 16, 2022.

reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate stormwater retention on-site. Furthermore, the Project would recycle and reuse building and construction materials to the maximum extent feasible.

The Project would recycle and reuse building and construction materials to the maximum extent feasible.

The Project would provide EV spaces.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors.

4.10.1 Solar Ready Roof

The 2019 Building Energy Efficiency Standards took effect on January 1, 2020. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the requirements of CCR Title 24, Part 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

The roof area is 18,240 square feet. The Project is required to provide 15 percent of its roof area, or 2,736 square feet, for solar zone area. The Project would provide 2,740 square feet of solar zone.⁴³

4.11 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-8, Construction Schedule**.

The estimated operational year is 2025.⁴⁴

⁴³ [Plans](#), Urban Architecture, May 23, 2022.

⁴⁴ [Transportation Assessment](#), Armen Hovanessian Transportation Consulting, July 28, 2022.

**Table 1-8
Construction Schedule**

Phase	Schedule	Length (Work Days)
Demolition	May 1, 2023 – May 31, 2023	27 days
Grading	June 1, 2023 – July 31, 2023	52 days
Trenching	August 1, 2023 – October 31, 2023	79 days
Construction	August 1, 2023 – July 31, 2025	627 days
Architectural Coatings	May 1, 2025 – July 31, 2025	79 days

Demolition involves removing buildings or structures.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures and buildings.)
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.
Trenching is associated with underground utilities.
Construction schedule, including start, end, and duration dates are estimates only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2023. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, May 2022.

The Project would remove the existing 32,995-square foot building.

A haul route approval is not required because the Site is not located in a Bureau of Engineering (BOE) Special Grading Area and the Project does not involve a tentative map pursuant to LAMC Section 17.13.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 15,384 cubic yards.⁴⁵

Export would be deposited at a landfill in Irwindale, approximately 30 miles one-way from the Site (60 miles roundtrip).

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes would comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes.

The likely route would have loaded trucks leave the Site and go north on Lankershim, west (left) on Chandler, south (left) on Tujunga, west (right) on Magnolia to access the 170 Freeway (either

⁴⁵ Estimates provided by the Applicant, April 2022. Assumes 13,480 cy with a soil swell percent of 56% to the topsoil portion (936 cy becomes 1,460 cy) and 11% to the dry sand portion (12,544 cy becomes 13,924 cy) = 15,384 cy.

north or south).

Empty trucks entering the Site would exit 170 North at Magnolia, east (right) on Magnolia, north (left) on Lankershim.

4.12 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following:⁴⁶

1. **Transit Oriented Communities (“TOC”) Affordable Housing Incentive Program determination with Base Incentives and two Additional Incentives (Yard/Setback and Open Space)**, pursuant to Section 12.22 A.31 of the Los Angeles Municipal Code (“LAMC”), to permit an Eligible Housing Development (Tier 3) consisting of 128 residential units, including 13 units (10%) restricted to Extremely Low-Income Households.
2. **Site Plan Review**, pursuant to LAMC Section 16.05 C, for a development project which will create 50 or more dwelling units.

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route permits, excavation permits, foundation permits, building permits, and sign permits.

⁴⁶ Filed Requests, September 2022.

Section 2

Environmental Analysis

1 Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

The Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting qualifying urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below. Each area of qualification and/or exception is discussed in detail in this CE.

Section 15332. In-Fill Development Projects.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

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

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

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

(e) The site can be adequately served by all required utilities and public services.

Section 15300.2. Exceptions

(a) Location. 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 in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] 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.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. 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. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

2 Discussion of CCR Section 15332(a)

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

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City's entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City's 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.¹ Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City's high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals

¹ City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

of the Transportation Chapter of the Framework Element are now implemented through Mobility Plan 2035.

2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City’s jurisdictional control. The Noise Element is implemented by the City’s noise ordinances, against which the Project’s noise impacts are analyzed herein.

2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.²

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EEO)’s on-going efforts to use experiences and new information to improve the City’s hazard program. Chapter II outlines the City’s historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City’s service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provision with which the Project must comply in order to obtain building permits and a certificate of occupancy.

2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City’s General Plan identifies five primary goals that will guide the Element:³

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

² City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

³ Los Angeles, Housing Element 2021-2029, adopted November 2021: <https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan>

- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element⁴, telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state’s ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements. On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1).

The amended Housing Element was provided to HCD immediately after its adoption for review and certification.⁵ On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.⁶

2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City’s residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City’s responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important

⁴ California Department of Housing and Community Development, https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf

⁵ Los Angeles, Housing Element 2021-2029, news: <https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments>

⁶ California Department of Housing and Community Development: <https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf>

cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.⁷

2.1.8 Consistency Analysis

Table 2-1, General Plan, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use. The Project’s residential and commercial uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

**Table 2-1
General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and
Infrastructure and Public Services and Element Consistency Analysis**

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
MULTI-FAMILY RESIDENTIAL	
<p>GOAL 3C. Multifamily neighborhoods that enhance the quality of life for the City’s existing and future residents.</p> <p>Objective 3.7. Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents’ quality of life can be maintained or improved.</p> <p>Policies. 3.7.1 Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.⁸</p>	<p>Consistent. The Project Site is in an urbanized area with street frontage on Lankershim Boulevard (designated a Boulevard II in the 2035 Mobility Plan), with full infrastructure to accommodate the proposed use.</p> <p>Additionally, the Project Site is located within close proximity of public transit opportunities, thus providing access to public transportation services. The Project Site has a General Plan land use designation of Community Commercial, which corresponds with the C4-zoning of the Project Site (among other zones) which is equivalent to the High Medium land use designation indicated in Tables 3-1 and 3-3. The Project with 128 dwelling units, inclusive of 13 dwelling units restricted to ELI Households, is of the density permitted through the implementation of TOC Tier 3 Guidelines applied to the respective C4 Zone.</p> <p>The Project will expand the existing multifamily neighborhood and enhance the quality of life for the City’s existing and future residents by providing a range of residential units, including units restricted for ELI Household, within a modern and quality designed development which will include on-site amenities to</p>

⁷ City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

⁸ Table 3-1 and Table 3-3 note that the “High Medium” Multi-Family Residential Land Use Designation corresponds to the R4 Zone. The Project Site is in the C4 Zone, which permits multi-family residential at the High Medium (R4) density (a density of 56-109 dwelling units per net acre, per Table 3-3).

	serve the Project residents as well as ground-floor commercial uses which will serve the neighborhood.				
<p>COMMUNITY CENTERS</p> <p>GOAL 3. Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.</p> <p>Objective 3.9. Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.</p> <p>Policies 3.9.1. Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.</p> <p style="text-align: center;">Table 3-5</p> <table border="1" data-bbox="199 1010 771 1119"> <thead> <tr> <th data-bbox="199 1010 529 1079">Land Use Designation</th> <th data-bbox="529 1010 771 1079">Corresponding Zones</th> </tr> </thead> <tbody> <tr> <td data-bbox="199 1079 529 1119">Community Center</td> <td data-bbox="529 1079 771 1119">CR, C4, [Q]C2</td> </tr> </tbody> </table>	Land Use Designation	Corresponding Zones	Community Center	CR, C4, [Q]C2	<p>Consistent. The Project, which is designated for Community Commercial land uses under the Community Plan with the C4 Zone as a corresponding zone, will develop 128 residential dwellings above approximately 5,000 square feet of ground-floor community-serving commercial uses oriented to Lankershim Boulevard which will serve the needs of nearby residents (including Project residents) and promote neighborhood and community activity.</p> <p>The Project will create a new desirable place in which the community can live, work and visit, which is also well-served by various public transit options.</p>
Land Use Designation	Corresponding Zones				
Community Center	CR, C4, [Q]C2				
<p>TRANSIT STATIONS</p> <p>GOAL 3K. Transit stations to function as a primary focal point of the City's development.</p> <p>Objective 3.15. Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</p> <p>Policies 3.15.3. Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.</p> <p>Policy 3.15.4. Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.</p>	<p>Consistent. The Project Site is located approximately 975 feet south of the North Hollywood Metro B Line (Red) Station, located northeast of the intersection of Lankershim and Chandler Boulevards, thereby qualifying the Project Site as an eligible TOC Tier 3 project.</p> <p>In addition, the Project Site is located within 1,500 feet of bus stops for several other transit bus lines, including Metro Lines 155, 224, and 501 (with the closest bus stop located approximately 260 feet to the south, on Lankershim Boulevard just north of Magnolia Boulevards), and Metro Line 237 (with a stop on Chandler Boulevard, west of Lankershim Boulevard).</p> <p>The Project achieves the goal, objective and policies for transit stations, by locating a new mixed-use, pedestrian- and transit-oriented development with 128 residential dwelling units, at a location in very close proximity to a public transit station in addition to several bus transit stops, thereby encouraging the</p>				

	use and improving the viability of these transit routes. As a result, the Project is consistent with the policies above that strive to transition the immediate area to a primary focal point around transit stations.
Mobility Element	
Policy 2.3. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	Consistent. The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by developing a mixed use residential and commercial use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.
Policy 3.1. Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.	Consistent. The Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities. The Project includes 10 short-term and 91 long-term bicycle parking spaces, per LAMC requirements.
Policy 3.2. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City’s applicable related building code regulations.
Policy 3.3. Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new mixed-use residential and commercial development in close proximity to public transit options, and jobs.
Policy 3.4. Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project would be located in an area well-served by public transit provided by Metro. The Site is within a half-mile of the Metro B Line North Hollywood subway rail stop as well as numerous bus stops.
Policy 3.5. Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	Consistent. The Project would activate the area around major transit stops with housing and commercial use.
Policy 3.7. Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	Consistent. The Project would be located in an area well-served by public transit provided by Metro.
Policy 3.8. Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	Consistent. The Project provides bicycle parking spaces in accordance with LAMC requirements. The Project includes 10 short-term and 91 long-term bicycle parking spaces, per LAMC requirements.
Policy 3.9. Discourage the vacation of public rights-of-way	Consistent. The Project would not vacate any public rights-of-way, all associated public rights-of-way would be maintained as part of the Project.

	<p>The portion of Lankershim Boulevard where it adjoins the Project Site has an existing public right-of-way half width of approximately 62 feet, which is wider than the 55-foot half public right-of-way standard. Per the “R3 letter” issued by the District Engineer, Valley District, for the Project’s building permit application, dated May 17, 2022, no dedication, street widening or sidewalk widening is required.</p>
<p>Policy 3.10. Discourage the use of cul-de-sacs that do not provide access for active transportation options.</p>	<p>Consistent. The Project would not include the development of a cul-de-sac. Lankershim Boulevard is a through street.</p>
<p>Policy 4.8. Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>Consistent. If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required.⁹</p> <p>Because the Project does not include over 50,000 square feet of retail use, does not generate greater than 250 net-new daily vehicle trips, and does not replace an existing number of residential units with fewer units, Project does not meet LADOT’s transportation assessment guidelines for a vehicle miles traveled analysis (VMT).</p> <p>LADOT’s VMT calculator, Version 1.3, was used to determine if the project would exceed any of the Transportation Impact Assessment criteria which would require further transportation impact analysis. Based on the land use and size of the existing and proposed uses, the VMT calculator determined that the project would generate 166 Net New Daily Vehicle Trips. Since the project’s Daily Vehicle Trips does not exceed the 250 Daily Vehicle Trips thresholds, further CEQA related transportation impact assessment would not be required.¹⁰</p> <p>Therefore, no transportation demand management strategies are required.</p>
<p>Policy 4.13. Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>Consistent. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods’ visual quality, and discourage</p>

⁹ LADOT, [Transportation Assessment Guidelines](#), August 2022.

¹⁰ [Transportation Assessment](#), Armen Hovanessian Transportation Consulting, July 28, 2022.

	walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements, including bicycle facilities. Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.
Policy 5.2. Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project would include mixed-use residential and commercial uses located in a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions. LADOT concluded that the Project would not result in a significant VMT impact. ¹¹
Policy 5.4. Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	Consistent. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8.
Policy 5.5. Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	Consistent. During construction, the Project would incorporate a Stormwater Pollution Prevention Plan (SWPPP) that includes the implementation of best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff in accordance with the state's General Industrial Stormwater Permit. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's Low Impact Development (LID) ordinance.
Housing Element (2021-2029)	
Objective 1.1. Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	Consistent. The Project would develop a variety of floor plan layouts and bedroom types, including 128 new multi-family residential units with 13 affordable VLI units. The 128 units include 23 studio units, 66 1-bedroom units, and 39 2-bedroom units. The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.

¹¹ [Approval Letter](#), Los Angeles Department of Transportation, August 12, 2022.

<p>Objective 1.2. Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.</p>	<p>Consistent. The Project would not involve the removal of any existing housing and would including 128 new multi-family residential units with 13 affordable VLI units. The 128 units include 23 studio units, 66 1-bedroom units, and 39 2-bedroom units.</p>
<p>Objective 3.1. Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p>Consistent. The residential-use Project has been developed to provide an appropriate design that is compatible with existing development in the community. As such, the Project would promote a livable neighborhood with a mix of housing types in a building designed to be appropriate in scale and character to the surrounding area.</p>
<p>Objective 3.2. Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p>	<p>Consistent. The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the California’s CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC.</p> <p>The EV parking requirement reduces dependency on fossil fuels</p> <p>As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.</p> <p>The Project Site is an infill site located within walking distance to transit options and would replace a parking lot. As such, the Project would contribute to the promotion of a sustainable community.</p>
<p>Objective 4.1. Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.</p>	<p>Consistent. The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.</p>
Conservation Element	
<p>15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.</p>	<p>Consistent. The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.</p>
<p>15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge</p>	<p>Consistent. The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features).</p>

lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	The Project Site is located in an urbanized portion of the City and topographically relatively flat. The Project Site is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	Consistent. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	Consistent. The Project would promote pedestrian activity, with a residential and commercial development. The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21-A,16 and 12.21-A,4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	Consistent. Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	Consistent. See Policy 1.5 above regarding how the Project's mix of uses and location near transit would support healthy communities and healthy living.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	Consistent. The Project meets the LAMC requirement. This includes an outdoor deck, indoor amenities, and balconies.
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	Consistent. The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC

	Section 99.04.106.8. See Policy 1.5 above regarding how the Project's uses and location near transit would support healthy communities and healthy living.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	Consistent. The Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	<p>Consistent. The Project's regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project.</p> <p>Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.</p>
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	Consistent. The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	Consistent. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	Consistent. See Policy 9.3.1. above under Infrastructure and Public Services Chapter.

<p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>Consistent. Based on LADWP’s demand projections provided in its 2020 Urban Water Management Plan (UWMP)¹², LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project’s water demand is accounted for in the City’s future projected demands (the 2020-2045 RTP includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect. In general, projects that conform to SCAG’s 2020-2045 RTP demographic projections and are in the City’s service area are considered to have been included in LADWP’s water supply planning efforts in the UWMP. In terms of the City’s overall water supply condition, the water requirement for any project that is consistent with the City’s General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.</p>
<p>Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p>	<p>Consistent. The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting.</p> <p>The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply with the City’s lighting and signage ordinances and would have signage approved by LADBS.</p>
<p>General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch6.pdf City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.</p>	

2.2 North Hollywood – Valley Village Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the

¹² LADWP 2020 Urban Water Management Plan, page ES-6: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln;jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The Project Site is located within the North Hollywood – Valley Village Community Plan (adopted on May 14, 1996)¹³, which designates the Site as Community Commercial land use. The Project Site is zoned C4-2D-CA.

The City of Los Angeles is currently updating the Community Plans for the three Community Plan Areas of the Southeast San Fernando Valley: North Hollywood – Valley Village, Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass, and Van Nuys – North Sherman Oaks. The Updates are currently in the consultation phase with the environmental phase expected in 2022 and adoption afterward.¹⁴

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City’s General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

Table 2-2, Community Plan, sets forth the Community Plan objectives and policies for residential land use and discusses the Project’s consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan. The Project includes urban infill uses with bicycle parking and is located near public transit.

The Site is within a half-mile of the Metro B Line North Hollywood subway rail stop as well as numerous bus stops.

Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized building with an attractive, mixed-use development, the Project supports and promotes a pedestrian oriented streetscape.

The Community Plan does not provide policies specific to mixed-use development. The Community Plan’s policy regarding residential uses states that the low-density residential

¹³ <https://planning.lacity.org/plans-policies/community-plan-area/north-hollywood-valley-village>

¹⁴ Southeast Valley Community Plan Update: <https://planning.lacity.org/plans-policies/community-plan-update/southeast-valley-community-plan-update#home>

character of North Hollywood-Valley Village should be preserved and that single-family residential neighborhoods be protected from encroachment by other types of uses. The project would be consistent with this policy as the Site is not zoned for low-density residential use. The Site is currently zoned for commercial use (C4) and has a land use designation of Community Commercial, and all existing development surrounding the Site is either multi-family residential or commercial uses.

The Community Plan's commercial policy proposes that the quantity of strip commercial zoning along certain streets outside the North Hollywood Business District and Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Project proposes to replace existing commercial uses with residential uses in a mixed-use development, which would be consistent with this policy.

**Table 2-2
Community Plan Consistency Analysis**

Objectives/Policies	Discussion
Residential	
The Plan proposes that the low-density residential character of North Hollywood-Valley Village should be preserved and that single-family residential neighborhoods be protected from encroachment by other types of uses.	Consistent. The Project would not impact any properties zoned for single-family housing or any areas currently developed with single-family housing. The adjacent uses include commercial office and retail uses, with the nearest single family area 1,675 feet to the east of the Site.
The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family housing should be made available to all persons regardless of social, economic and ethnic backgrounds. Additionally, low and moderate income housing is needed in all parts of the City.	Consistent. No existing housing would be affected by the Project. An existing commercial building in the C4 zone would be replaced with a mixed use building with 128 housing units. New market-rate and affordable housing would be provided to meet City housing needs.
Commercial	
<p>The Plan provides approximately 554 acres of commercial and related parking uses. The economic health of North Hollywood-Valley Village depends on the vitality of, first, the core of the North Hollywood Center (North Hollywood Business District) and second, the Valley-Laurel Plaza regional shopping area. The North Hollywood Business District, the historical focal point of the community, should be developed with professional offices, artists in residence, other retail stores, financial establishments and entertainment facilities. It should be served by a rapid transit station.</p> <p>The Plan proposes that the quantity of strip commercial zoning along certain streets outside the North Hollywood Business District and Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use.</p>	Consistent. The Project will provide a mixed-use development with residential and commercial uses on Lankershim Boulevard in the heart of the business district. The area is served by the Metro G Line (bus rapid transit) and the B Line (subway). The Project adds residential uses in a high density near these transit stations.

High-medium and medium density residential areas will be encouraged around the North Hollywood Business District, and in the area surrounding the transit station.	
Objectives	
<p>3. To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice.</p> <p>3a. To encourage the preservation and enhancement of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.</p> <p>3b. To provide multiple-dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the North Hollywood Business District.</p>	<p>Consistent. The Project is a mixed-use development, which includes 128 residential apartment units.</p> <p>The residential units provide housing options at a range of costs.</p> <p>By adding multi-family housing to the area, the Project would contribute to and improve the vitality of the surrounding residential neighborhoods.</p>
4a. To promote economic well being and public convenience through allocating and distributing commercial lands for retail, service and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning underutilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.	<p>Consistent. The Project would improve an existing underutilized site and construct commercial and residential uses at the Project Site. Viable ground floor commercial frontage along Lankershim would be retained in the mixed use design. The Project would provide parking spaces for both residential and non-residential use in accordance with LAMC requirements. The Project has been designed in a distinctive modern style that would enhance the neighborhood.</p>
8. To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and billboards located along the major arteries of the community.	<p>Consistent. The Project would have a distinctive modern style and would be an attractive addition to the community. It would serve as a node of activity and enhance the surrounding, primarily residential, community. Signage would be provided in accordance with LAMC requirements.</p>
https://planning.lacity.org/plans-policies/community-plan-area/north-hollywood-valley-village	

2.3 Zoning Information

2.3.2 State Enterprise Zone: Los Angeles

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height. The Los Angeles State Enterprise Zone provides reduced parking requirements of 2 spaces for every 1,000 square feet of business, retail, restaurant, bar and related uses (LAMC Section 12.21.A.4(x)(3)(6)).

Commercial uses will utilize the Enterprise Zone's reduced parking requirement of 2 spaces for every 1000 square feet.

2.3.3 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.¹⁵

The Project contains multiple uses, including residential and commercial. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.¹⁶ The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.¹⁷

2.3.4 MTA Right-of-Way (ROW) Project Area

Consultation with the Los Angeles County Metropolitan Transportation Authority (Metro) is required prior to the issuance of any building permit for projects within 100 feet of Metro-owned Rail or Bus Rapid Transit (BRT) right-of-way (ROW). Metro must review applicable projects to ensure safe access to, and operations of, transportation services and facilities.

Since the Metro B Line runs underneath Lankershim Boulevard, this review is required.

2.4 Zoning Code

The Property is zoned C4-2D-CA. The C4 zone is a high intensity commercial zone which generally permits residential uses at a maximum density of one unit for every 400 square feet of lot area. Residential projects within C4 zoning use R4 zoning for density requirements. Under R4 zoning, the Project may use a density of one unit for every 400 square feet of lot space.

The Project could provide a base density of 74 units per LAMC (which rounds down) and 75 units per TOC (which rounds up). The Project is requesting a TOC Base Incentive (TOC Guidelines Section VI.1.a.iii) to allow an increase in number of dwelling units by 70%. This would allow 128 units.

There is no maximum height for a Project in the C zone in a 2D Height District. The "D" is a

¹⁵ <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>.

¹⁶ California Public Resources Code Section 21099(a)(4).

¹⁷ California Public Resources Code Section 21099(a)(7).

development limitation imposed under Ordinance No. 162937 limits the total cumulative FAR for lots in Subarea 605 (in which the Project Site is located) to 3 to 1. However, individual development may have a total floor area not to exceed 6 to 1, as long as the cumulative FAR in Subarea 605 (which extends beyond the Project Site) does not exceed 3 to 1. The “D” Limitation further provides that the former Community Redevelopment Agency (“CRA”) shall ensure that each lot within Subarea 605 retains sufficient development rights. There is no height restriction.”

The CA designation indicates the Site is within a Commercial and Artcraft District where artistic activities, combined with commercial and residential uses are permitted. The CA District imposes supplemental regulations on residential uses when combined with commercial and artcraft uses to promote and achieve optimal conditions for artcraft functions, while maintaining adequate protection from obnoxious pollutants, for the adjacent properties. (LAMC Section 13.06.D.) Residential uses without artcraft functions are permitted if allowed by the underlying zone.

The Mobility 2035 Plan designates Lankershim Boulevard, which bounds the Project Site to the west, as a Boulevard II, with a required public right-of-way width of 110 feet (half width of 55 feet, as measured from the street centerline to the Project Site property line), including a roadway width of 80 feet (half roadway width of 40 feet) and 15-foot-wide sidewalks. The portion of Lankershim Boulevard where it adjoins the Project Site has an existing public right-of-way half width of approximately 62 feet, which is wider than the 55-foot half public right-of-way standard. no dedication, street widening or sidewalk widening is required.¹⁸

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City’s land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

The Project would comply with CCR Section 15332(a).

¹⁸ Letter, Los Angeles Department of Public Works, Bureau of Engineering, District Engineer, Valley District, for the Project’s building permit application, May 17, 2022. Included as Appendix A-3 to this CE.

3 Discussion of CCR Section 15332(b)

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

The Project Site is located in an urbanized area of the City of Los Angeles. Urban land uses directly abut and surround the Project Site on all sides. The Project Site is bounded as follows:

North adjacent to the Site is an 8-story office building that contains a medical office (currently Kaiser Permanente) and office uses (5250 Lankershim Boulevard), zoned C4-2D-CA.

South adjacent to the Site is a 1-story restaurant building (currently Bruxie restaurant, 5230 Lankershim Boulevard), zoned C4-2D-CA. The building is a potential historic resource originally known as Phil's Diner under consideration by the City.¹⁹

West across Lankershim Boulevard is a 1-story commercial building containing multiple restaurant uses (5225-5249 Lankershim Boulevard), zoned C4-2D-CA.

East across Academy Way (a private driveway) is a 2-story office building (currently Television Academy and Saban Media Center, 5220 Lankershim Boulevard), zoned C4-2D-CA. The Saban Media Center contains a theater space, approximately 175 feet east of the Site.

As defined by CEQA Section 21071: *“Urbanized area” means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.68 acres, which is less than five acres. The Project Site is located within the City of Los Angeles with a population well over 100,000 persons. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

¹⁹ ZIMAS, <http://zimas.lacity.org>, Known as Phil's Diner, 5230 Lankershim, potential Los Angeles Historic-Cultural Monument.

4 Discussion of CCR Section 15332(c)

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

This section is based on the following item, included as **Appendix B** of this CE:

B Tree Evaluation Report, Arborgate Consulting, June 22, 2022.

4.1 Trees

There are 12 street trees on Lankershim Boulevard. There are 4 onsite trees along the private walkway at the rear of the existing building along Academy Way (private driveway). There are no protected trees²⁰ or shrubs²¹ on the Site.²²

4.2 Habitat for Species

The Project Site is completely surrounded by urban uses.

The Project Site contains a 2-story, 32,995 square foot commercial building.

The Project Site has been subject to substantial disturbance associated with the original construction of the building and ongoing regular maintenance of the landscaping and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species.

The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

The California Natural Diversity Database (CNDDDB) identifies the following special-status community terrestrial habitats as occurring within the USGS Burbank quadrangle²³: California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest and Southern Sycamore Alder Riparian Woodland.²⁴

No special status community terrestrial habitats are present on the Project Site and there is no

²⁰ LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*). (b) Southern California Black Walnut (*Juglans californica* var. *californica*) (c) Western Sycamore (*Platanus racemosa*) (d) California Bay (*Umbellularia californica*) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

²¹ Effective February 4, 2021 in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.

²² Tree Evaluation Report, Arborgate Consulting, June 22, 2022.

²³ US Geological Survey, Topographic Maps, Burbank Quadrangle, 2022: <https://apps.nationalmap.gov/viewer/>

²⁴ California Department of Fish and Wildlife, BIOS Map: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>

potential to occur.

4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR 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).

The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal.

The Project would comply with the regulations of the CDFW²⁵ and USFWS.²⁶

4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.²⁷ The nearest wetland habitat is the Central Branch Tujunga Wash, which classified as riverine and located approximately 2,175 feet west of the Project Site.²⁸

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.²⁹

Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, and the lack of trees (only palms), the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

There are no City or County significant ecological areas on or around the Project Site.³⁰ There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.³¹

There are no Habitat Conservation Plans near the Site.³²

²⁵ <http://www.leginfo.ca.gov/.html/fgctableofcontents.html>

²⁶ <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>, accessed July 18, 2021.

²⁷ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed July 18, 2021.

²⁸ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed July 18, 2021.

²⁹ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed July 18, 2021.

³⁰ Navigate LA, Significant Ecological Areas layer: <http://navigate.lacity.org/navigate/>, accessed July 18, 2021.

³¹ California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed July 18, 2021.

³² USFWS, Habitat Conservation Plans: <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed July 18, 2021.

Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

4.5 Conclusion

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.³³

This section is based on the following items, included as **Appendix C** of this CE:

- C-1** Transportation Assessment, Armen Hovanessian Transportation Consulting, July 28, 2022.
- C-2** Approval Letter, Los Angeles Department of Transportation, August 12, 2022.
- C-3** Left Turn Signal Phasing, Los Angeles Department of Transportation, September 14, 2022.

5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.³⁴ The discussion below is for informational purposes only.

Construction traffic would include worker trips and grading haul trips. Construction workers generally arrive at and depart from the worksite outside of peak traffic hours. The haul trips would occur during the permissible hauling hours identified by the Department of Building and Safety. Thus, it is not anticipated that construction traffic trips would contribute to a significant increase in the overall congestion in the Project Site vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction.

The grading phase would average approximately 59³⁵ haul trucks per day during the 52-day phase. The likely route would have loaded trucks leave the site and go north on Lankershim, west (left) on Chandler, south (left) on Tujunga, west (right) on Magnolia to access the 170 Freeway (either north or south). Empty trucks entering the site would exit 170 North at Magnolia, east (right) on Magnolia, north (left) on Lankershim.

Typically, LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

³³ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

³⁴ LADOT, Transportation Assessment Guidelines, August 2022. Project construction is categorized under Non-CEQA Transportation Analysis.

³⁵ 15,384 cubic yards export / 10 cy truck capacity / x 2 (for round trip) = 3,077 truck trips in total / 52 day = 59 truck trips per day

5.2 Operation

LADOT’s Transportation Assessment Guidelines (July 2020) (TAG) provides screening criteria to determine whether traffic analysis is required under the California Environmental Quality Act (CEQA). CEQA analysis is based on vehicle miles traveled (VMT) that could be generated by the Project. The TAG states that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City. The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied.

The TAG allows the use of LADOT’s VMT Calculator tool (version 1.3, released July 2020) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual, 9th Edition (Institute of Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project’s proximity to transit, surrounding density of development, etc. It considers trips generated by the proposed uses and discounts trips generated by existing or recently operating uses that would be removed from the Project Site.

Table 5-1 summarizes daily trip generation for the Project. As shown, the Project would generate a net total of 166 daily trips and 915 daily VMT. Therefore, based on the City threshold of 250 trips, a transportation assessment would not be required for the Project.

Therefore, no significant traffic related impacts are anticipated and no transportation demand management strategies are required.

Table 5-1
Trip Generation Estimates and Daily VMT Results

	Daily Trips	Daily VMT
Existing	923	7,452
Proposed	1,089	8,367
Net Total	166	915
City of Los Angeles, VMT Calculator v1.3.		
<u>Transportation Assessment</u> , Armen Hovanesian Transportation Consulting, July 28, 2022.		

5.3 Left Turn Signal Phasing

According to the LADOT, recommended actions for development projects are considered part of the non-CEQA transportation analysis.³⁶ The discussion below is for informational purposes only.

LADOT received a request from the office of Councilmember Paul Krekorian, Second Council District, to investigate the need for left turn phasing at the intersection of Lankershim Boulevard and Magnolia Boulevard. LADOT also received a Transportation Assessment (Armen Hovanesian Transportation Consulting, July 28, 2022) proposing protected only left-turn signal phasing at this intersection as a Project Design Feature (PDF).

³⁶ LADOT, Transportation Assessment Guidelines, August 2022. Section 3.2.5 Recommended actions including “Left-turn phasing” is categorized under Non-CEQA Transportation Analysis.

With cross products of over 10,000 for left turn and pedestrians, and Lankershim Elementary School less than 500 feet from the intersection, the southbound, northbound, westbound, and eastbound approaches meet the Department’s “Traffic Volume and Proximity to School” guideline for the installation of protected-only left-turn signal phasing.

The installation of left turn signal phasing, as described in the **Project Design Feature** below, will provide for the safe and orderly movement of traffic at this location, and is recommended by LADOT.³⁷

Project Design Feature

PDF-Trans-1 Left-Turn Signal Phasing

1. That the installation of protected-only left-turn signal phasing be authorized for eastbound and westbound Magnolia Boulevard at Lankershim Boulevard. (LAMC 80.07(a))
2. That the installation of protected-only left-turn signal phasing be authorized for northbound and southbound Lankershim Boulevard at Magnolia Boulevard. (LAMC 80.07(a))
3. That the authority for the existing protected/permissive left-turn phasing for eastbound Magnolia Boulevard at Lankershim Boulevard be rescinded at the time that protected-only left-turn phasing for eastbound Magnolia Boulevard at Lankershim Boulevard, becomes operational. (LAMC 80.07.1)
4. That the authority for the existing protected/permissive left-turn phasing for southbound Lankershim Boulevard at Magnolia Boulevard be rescinded at the time that protected-only left-turn phasing for southbound Lankershim Boulevard at Magnolia Boulevard, becomes operational. (LAMC 80.07.1)
5. That the design and construction of the above modifications be funded and completed via the City’s B-Permit process.

5.4 Conclusion

Based on the VMT thresholds established in LADOT’s Transportation Assessment Guidelines (TAG), the Project would not result in a significant transportation impact on VMT.³⁸

Project Design Feature **PDF-Trans-1** will provide for the installation of left turn signal phasing to facilitate turning movements.

For all the foregoing reasons, the Project would not have a significant traffic impact and satisfies the requirement in CCR Section 15332(d) related to traffic.

³⁷ [Left Turn Signal Phasing](#), Los Angeles Department of Transportation, September 14, 2022.

³⁸ [Approval Letter](#), Los Angeles Department of Transportation, August 12, 2022.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.³⁹

This section is based on the following item, included as **Appendix D** of this CE:

D Noise Technical Modeling, DKA Planning, May 2022.

6.1 Fundamentals of Noise

6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

**Table 6-1
A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA L _{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

6.1.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

³⁹ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

- **Equivalent Noise Level (L_{eq}):** L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.
- **Maximum Noise Level (L_{max}):** L_{max} represents the maximum instantaneous noise level measured during a given time period.
- **Community Noise Equivalent Level (CNEL):** CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.⁴⁰ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.⁴¹

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.⁴² Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq} . Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

⁴⁰ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

⁴¹ World Health Organization, Guidelines for Community Noise, 1999.

⁴² World Health Organization, Guidelines for Community Noise, 1999.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.⁴³ However, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁴⁴

Noise Attenuation. Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁴⁵ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

6.2 Regulatory Framework

6.2.1 Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

6.2.2 State

6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between various land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and

⁴³ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁴⁴ World Health Organization, Guidelines for Community Noise, 1999.

⁴⁵ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 6-2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
					CU			
Residential – Multi-Family	NA							
		CA						
					NU			
					CU			
Transient Lodging – Motels, Hotels	NA							
		CA						
					NU			
							CU	
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
		CA						
					NU			
							CU	
		CA			CU			
Sports Arenas, Outdoor Spectator Sports	CA							
					CU			
	NA							
Playgrounds, Neighborhood Parks				NU				
						CU		
	NA							
Golf Courses, Riding Stables, Water Recreation, Cemeteries				NU				
							CU	
	NA							
Office Buildings, Business Commercial and Professional				CA				
						NU		
	NA							
Industrial, Manufacturing, Utilities, Agriculture				CA				
						NU		
	NA							

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: CA Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

6.2.3 County

6.2.3.1 County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

6.2.4 City of Los Angeles

6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes the following objective and policy that are relevant for the Project:

Objective 2 (Non-airport): *Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.*

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any

occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

6.3 Existing Conditions

6.3.1 Noise-Sensitive Receptors

The City considers the following noise-sensitive uses: residences, transient lodgings (hotels), schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Project Site is located on a commercial arterial within the North Hollywood neighborhood. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Kaiser Permanente North Hollywood (hospital. medical office), 5250 Lankershim Boulevard; 30 feet north of the Project Site.
- Television Academy (auditorium), 5220 Lankershim Blvd.; 50 feet east of the Project Site.
- Saban Media Center (auditorium), 5210 Lankershim Blvd.; 125 feet east of the Project Site.
- El Portal Theater (auditorium), 5267 Lankershim Boulevard, 200 feet northwest of the Site.
- Lofts at Noho Commons Apartments (residences), 11179 Weddington Street; 215 feet north of the Project Site.
- Lankershim Elementary School (school), 5250 Bakman Avenue; as close as 240 feet west of the Project Site.
- Residences, 5225 Blakeslee Avenue; 270 feet east of the Project Site.
- SGI USA San Fernando Buddhist Center (church), 5263 Bakman Avenue; 700 feet west of the Project Site.
- Sherry Theatre (auditorium), 11152 Magnolia Blvd., 750 feet southeast of the Project Site.
- St. Paul's First Lutheran School (school), 11330 McCormick Street; 710 feet west of the Project Site.

6.3.2 Existing Ambient Noise Levels

The Project Site is occupied by a two-story, 32,995 square foot building that contains the following uses:⁴⁶

- Restaurant (1,965 square feet),

⁴⁶ Armen Hovanessian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

- Movie theater (1,100 seats, 27,400 square feet), and
- Office space (3,630 square feet)

As vehicle parking is available at off-site parking structures, on-site noise is limited to visitors coming in and out of the mixed-use facility. This includes outdoor dining at the southern end of the Project Site at Academy Way. In addition, there are over 20 roof-top HVAC units that occasionally generate minor levels of noise (approximately 81.9 dBA at one foot of distance).⁴⁷ These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

Off-site, noise is predominantly generated by the 2,861 daily vehicle trips traveling to and from the centralized parking garages to the east and northeast on a typical weekday.⁴⁸ As such, vehicle noise occurs along the four closest roadways surrounding the Site (Magnolia Boulevard, Lankershim Boulevard, Weddington Street, and Vineland Avenue). As cars travel to and from these streets to the parking garages, there is minor noise from tire friction, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. Intermittent noise from solid waste management and collection activities are of short duration, as are occasional loading of goods at the rear of the Project Site.

The primary source of noise near the Project Site is vehicle traffic, as transportation noise is the main source of noise in urban environments, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁴⁹ The major source of vehicle noise in the area is traffic on Lankershim Boulevard, which carries about 940 vehicles at Magnolia Boulevard in the A.M. peak hour and 1,241 vehicles in the P.M. peak hour.⁵⁰

In June 2021, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions of the neighborhood near representative sensitive receptors.⁵¹ As shown in **Table 6-3**, noise levels along roadways near the Project Site ranged from 58.0 to 65.2 dBA L_{eq} , which was generally consistent with the traffic volumes on the applicable street(s).

Figure 6-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the residential, commercial, and institutional land uses near the Project Site.

⁴⁷ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

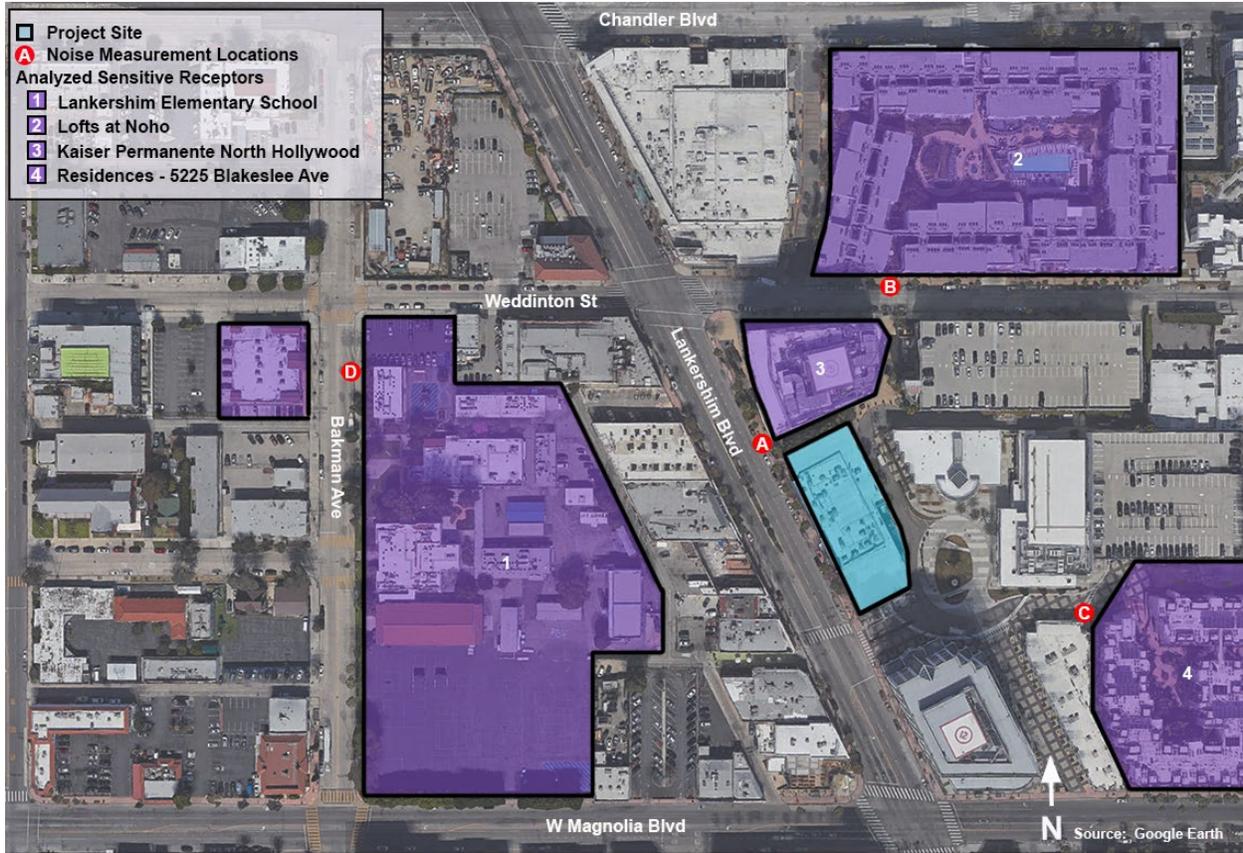
⁴⁸ Ibid.

⁴⁹ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

⁵⁰ Armen Hovanessian Transportation Consulting, Transportation Assessment, July 28, 2022.

⁵¹ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

**Figure 6-1
Noise Monitoring Locations**



**Figure 1
Noise Measurement Locations**



**Table 6-3
Existing Noise Levels**

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		dBA (L _{eq})	dBA (CNEL) ^a		
A. Kaiser Permanente	Traffic on Lankershim	64.9	62.9	Kaiser Permanente, Television Academy	Conditionally Acceptable
B. Lofts at Noho Commons	Traffic on Weddington	59.3	57.3	Lofts at Noho Commons	Normally Acceptable
C. Residences – 5225 Blakeslee Ave.	Traffic on Lankershim	65.2	63.2	Residences – 5225 Blakeslee Ave.; Saban Media Center	Conditionally Acceptable
D. Lankershim Elementary School	Traffic on Bakman	58.0	56.0	Lankershim Elementary School	Normally Acceptable

^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.

^b Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 6-2 above for definition of compatibility designations. Source: DKA Planning, 2022.

6.4 Methodology

6.4.1 On-Site Construction Activities

Construction noise levels at nearby sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. The distance from construction equipment noise sources (e.g., engines and tailpipes) assume that vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations.

6.4.2 Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,⁵² the analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.⁵³ It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

Similarly, off-site noise impacts from vendors and employees that access the construction site were also analyzed. The analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils during construction activities.

6.4.3 On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, surrounding ambient noise levels, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the LAMC.

6.4.4 Off-Site Operational Project Traffic Noise Sources

⁵² Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

⁵³ Caltrans, Technical Noise Supplement Table 3-3, 2013.

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways to be used to access the Project Site.

6.5 Thresholds of Significance

6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to noise.

6.5.2 Construction Noise Threshold

Based on guidelines from the City of Los Angeles, Los Angeles City Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

6.5.3 Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA or greater noise increase.⁵⁴

⁵⁴ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be less than significant.

6.6 Analysis of Project Impacts

6.6.1 Construction

6.6.1.1 On-Site Construction Activities

Construction would generate noise over 27 months of demolition, site preparation, grading, building construction, paving, and architectural coatings, as shown on **Table 6-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 6-4
Construction Schedule Assumptions

Phase	Approximate Duration	Notes
Demolition	Month 1	Removal of 32,995 square feet of building floor area (3,391 cubic yards) hauled 30 miles to landfill in 10-cubic yard capacity trucks.
Grading	Months 2-3	Approximately 15,384 cubic yards of soil (including swell factors for topsoil and silty sand) hauled 30 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Months 4-6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-24	Includes assembly of shoring, installation of floor slabs, columns, and walls for one subterranean parking level. Framing, concrete pouring, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-27	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2022.		

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment (e.g., excavators, dozers) are needed to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated. Mobile equipment will often operate away from off-site receptors, continuously moving around.

During other phases of construction (e.g., demolition, site preparation, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment (e.g., forklifts, generators, powered hand tools, pneumatic equipment) would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 6-2** illustrates how noise would propagate from the construction site during the demolition and grading phase.

Because the Project’s construction phase would occur for more than three months, the applicable City threshold of significance for the Project’s construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 6-5**, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City’s Building and Safety code, such as temporary sound barriers. These construction noise levels would not exceed the City’s significance threshold of 5 dBA. Therefore, the Project’s on-site construction noise impact would be less than significant.

**Table 6-5
Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant ?
1. Lankershim Elementary School	34.9	58.0	58.0	0.0	No
2. Lofts at Noho Commons	36.9	59.3	59.3	0.0	No
3. Kaiser Permanente North Hollywood	60.4	64.9	66.2	1.3	No
4. Residences – 5225 Blakeslee Ave.	54.1	65.2	65.5	0.3	No
5. Saban Media Center	62.1	65.2	66.9	1.7	No
6. Television Academy	66.0	64.9	68.5	3.6	No
Source: DKA Planning, 2022.					

6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 158 peak hourly PCE vehicle trips, as summarized in **Table 6-6**, during the building construction phase, assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 16.8 percent of traffic volumes on Lankershim Boulevard, which carries about 940 vehicles at Magnolia Boulevard in the A.M. peak hour and 1,241 vehicles in the P.M. peak hour.⁵⁵

Lankershim Boulevard would serve as part of the ultimate haul route for any soil exported from the Project Site given its intersection with Magnolia Boulevard, which provides direct access to the Hollywood Freeway. Because the Project’s construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Lankershim Boulevard, the Project’s construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project’s noise impacts from construction-related traffic would be less than significant.

⁵⁵ Armen Hovanesian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

**Table 6-6
Construction Vehicle Trips (Maximum Hourly)**

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total (PCE)
Demolition	15	0	43 ^b	58
Grading	25	0	101 ^c	126
Trenching	8	0	0	8
Building Construction	106	53 ^d	0	158
Architectural Coating	21	0	0	21

PCE = passenger car equivalency

^a Assumes all worker trips occur in the peak hour of construction activity.

^b The project would generate 424 haul trips over a 27-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent

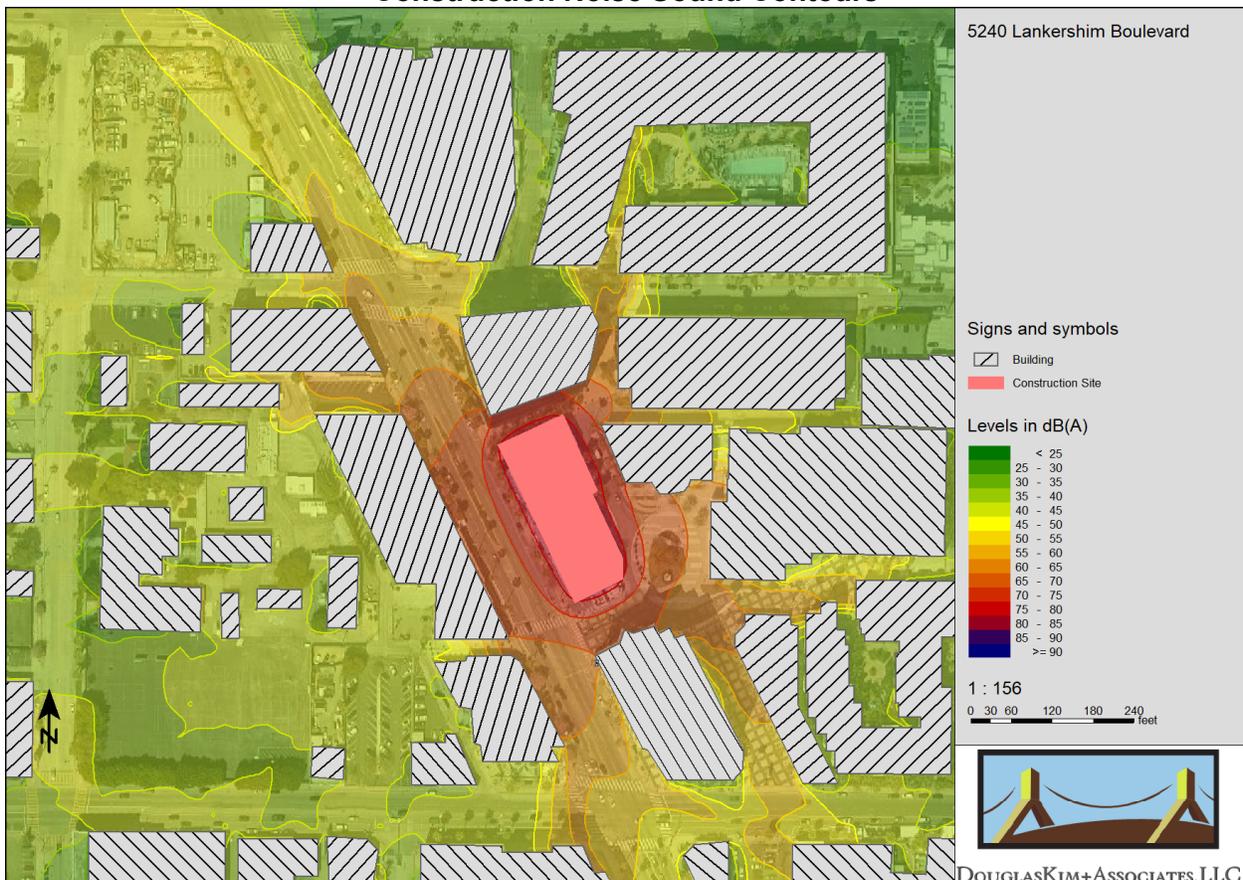
^c The project would generate 1,923 haul trips over a 52-day period with seven-hour work days. Assumes a 19.1 PCE.

^d This phase would generate about 19 vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE.

^e Percent of existing traffic volumes on Lankershim Boulevard at Magnolia Blvd.

Source: DKA Planning, 2022.

**Figure 6-2
Construction Noise Sound Contours**



6.6.2 Operation

6.6.2.1 On-Site Operational Noise Sources

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment. The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of large rooftop units suitable for cooling large volumes of a building would be located on the rooftop, approximately 80'3" above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.⁵⁶

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons.

First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the sensitive receptors adjacent to the Project Site are generally two stories in height, there would be no sound path from the HVAC equipment to residences that would be up to 60 feet lower than the roof of the Project. While the Kaiser Permanente medical facility to the north of the Project Site is taller, the building does not have openable windows facing the Project Site.

Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more. An eight-foot high parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends.

As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. As shown in **Table 6-7**, when combined with other outdoor sources of noise, rooftop mechanical equipment would marginally elevate existing CNEL noise levels. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Other mechanical equipment would be fully enclosed within the structure, shielded from outside sources, and would therefore produce minimal noise impacts for off-site sensitive receptors. For example, the electrical room, fire pump, domestic water pump, minimum point of entry would be located in the subterranean garage, as would vaults that house pool and spa equipment and pumps.

⁵⁶ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

Table 6-7
Operational Noise Impacts at Off-Site Sensitive Receptors

Receptor	Existing Noise Level (dBA CNEL)	Composite Noise Impact* (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Threshold of Significance (dBA CNEL)	Potentially Significant ?
1. Lankershim Elementary School	56.0	15.1	56.0	61.0	No
2. Lofts at Noho Commons	57.3	10.9	57.3	62.3	No
3. Kaiser Permanente North Hollywood	62.9	32.6	62.9	67.9	No
4. Residences – 5225 Blakeslee Ave.	63.2	47.1	63.3	68.2	No
5. Saban Media Center	63.2	60.6	65.1	68.2	No
6. Television Academy	62.9	50.1	63.1	67.9	No
* Includes Project traffic on local driveway and Academy Way, outdoor mechanical equipment, outdoor noise sources. See Technical Appendix for inventory of sources. Source: DKA Planning, 2022.					

Auto-Related Activities. The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the development. Primary access to the Project Site would be from Lankershim Boulevard, where vehicles would access two parking garage entrances via Academy Way. One driveway would access 26 ground-level parking stalls for both residential and commercial tenants, while the second driveway would access 45 more stalls for residents.

During the peak P.M. hour, the Project would generate 209 vehicle trips, with 194 in the A.M. peak hour.⁵⁷ When existing traffic to the Project Site is considered, the Project would reduce 219 vehicle trips from local roadways in the P.M. peak hour and add 17 trips in the A.M. peak hour.

As illustrated in **Table 6-7**, when traffic to and from the Project Site is considered along with all other outdoor noise sources (e.g., mechanical noise, outdoor patios), operational noise from the Project would nominally elevate 24-hour CNEL levels at all analyzed sensitive receptor locations, far less than the 5 dBA CNEL threshold of significance for operational noise impacts.

Parking garage noise would generally be contained within the underground and at-grade parking levels. This noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses. While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include

⁵⁷ Armen Hovanesian Transportation Consulting, Transportation Assessment, July 28, 2022.

human conversation, recreational activities, trash collection, landscape maintenance, and commercial loading. These are discussed below:

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:
 - Ground-level amenity terrace. This 500 square-foot covered patio would be located at the southwest corner of the development, with the terrace open toward Lankershim Boulevard.
 - Interior courtyard on the second floor. This area would surround the pool and be shielded by the development to the north, west, and east. Any noise would be oriented toward Lankershim Boulevard.
 - Private balconies for most units on all floors on all elevations.
 - Roof-top deck on the southwest corner of the development, shielded to the north and east by the development.
 - Roof-top deck on the eastern end of the development, shielded to the north, west, and south by the development.

All these areas would be used for passive socializing and recreation. There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.⁵⁸ As summarized in **Table 6-7**, when combined with other operational sources of noise, noise from any socializing and passive recreation would not result in significant noise impacts.

- Recreational activities. A swimming pool on the second floor that would be shielded by the development to the north, west, and east. Any noise would be oriented toward Lankershim Boulevard.
- Trash collection. On-site trash and recyclable materials for residents and commercial tenants would be managed from separate waste collection areas on the first floor of the parking garage. Haul trucks would access solid waste from the internal private driveways from Academy Way, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.⁵⁹ Intermittent solid waste management activities would operate during the day, as is the case with the existing development. Trash collection activities

⁵⁸ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

⁵⁹ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.⁶⁰ The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day, similar to existing conditions, and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.⁶¹
- Commercial loading. On-site loading and unloading activities would be managed in the ground-level of the parking garage, accessible from the private driveway via Academy Way. Loading activities would be obscured from any off-site sensitive receptors by the development itself. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations.

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would not elevate ambient noise levels at analyzed sensitive receptors by 5 dBA CNEL or more and would be considered less than significant.

6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. During the peak P.M. hour, up to 209 vehicles would generate noise in and out of the garages via the driveway off Academy Way, with up to 194 net vehicles using the garage in the peak A.M. hour.⁶² However, noise from vehicle traffic would generally be lower when the 2,861 daily vehicle trips from the existing development are considered, as the Project would reduce 1,056 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025.

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

6.7 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

⁶⁰ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

⁶¹ While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

⁶² Armen Hovanessian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁶³

This section is based on the following item, included as **Appendix E** of this CE:

E Air Quality Technical Modeling, DKA Planning, May 2022.

7.1 Regulatory Framework

7.1.1 Federal

7.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

⁶³ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m ³)	Attainment	35 ppm (40 µg /m ³)	Maintenance
	8-hour	9.0 ppm (10 µg /m ³)	Attainment	9 ppm (10 µg /m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO ₄)	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

¹N/A = not available

Source: CARB, Ambient Air Quality Standards, and attainment status, 2021

<https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted.

On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

7.1.2 State

7.1.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts

and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H₂S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

7.1.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk

management to address potential health effects from exposure to toxic substances in the air.⁶⁴ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.⁶⁵ In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size, with the largest operators having begun compliance in 2014.⁶⁶

7.1.2.4 Assembly Bill 2588 Air Toxics “Hot Spots” Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that

⁶⁴ CARB, California Air Toxics Program, <https://ww2.arb.ca.gov/our-work/topics/airborne-toxics>

⁶⁵ CARB, Toxic Air Contaminant Identification List, <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>

⁶⁶ CARB, In-Use Off-Road Diesel-Fueled Fleets Regulation, <https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>

accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

7.1.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

7.1.3 Regional

7.1.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

7.1.3.2 Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_x emissions sufficiently to meet the upcoming ozone deadline standards.

The SCAQMD is updating the region’s air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella valley. In November 2021, draft control measures were released for public review that focus on strengthening many stationary source controls and addressing new sources like wildfires. Public hearings on the draft 2022 AQMP are scheduled for October 2022. The 2022 AQMP will ultimately rely on the growth assumptions in SCAG’s 2020-2045 RTP/SCS.

7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.⁶⁷ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. The report finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the number in MATES IV (2012) (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

7.1.3.4 Southern California Association of Governments (SCAG)

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. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the

⁶⁷ South Coast Air Quality Management District, MATES-V Study. <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.^{68,69} The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG’s prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan’s land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop “Complete Communities”;
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG’s determination that the SCS met the applicable state greenhouse gas

⁶⁸ SCAG, Final 2016–2040 RTP/SCS.

⁶⁹ CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

emissions targets. The 2020-2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

The RTP/SCS update addressed the continuing transportation and air quality challenges of adding 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs between 2016 and 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent regional growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

7.1.3 Local

7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

7.1.3.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

7.1.3.3 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

7.1.3.4 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is more than 1,000 feet of any freeway, as it is 2,300 feet east of the northbound mainline of the CA-170 (Hollywood) Freeway.

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings located within specified distances from a freeway. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address

freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway as possible when the size of the site permits, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. The Advisory Notice also informs project applicants of the regulatory requirements of the Clean Up Green Up Ordinance. Requirements for preparing HRAs were removed.

7.2 Existing Conditions

7.2.1 Pollutants and Effects

7.2.1.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁷⁰

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart’s contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides

⁷⁰ SCAQMD, Final Program Environmental Impact Report for the 2016 AQMP, <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO_2 is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $\text{PM}_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($\text{PM}_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $\text{PM}_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

7.2.1.2 State-only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_x , as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.⁷¹

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{72,73}

⁷¹ CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

⁷² CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm.

⁷³ CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O₃, PM_{2.5}, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

7.2.4.1 Air Pollution Climatology⁷⁴

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's East San Fernando Valley receptor area #7. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area.

Table 7-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2018 through 2020. The one-hour State standard for O₃ was exceeded 46 times during this three-year period, the daily federal standard was exceeded 95 times. CO, PM_{2.5}, and NO₂ levels did not exceed the CAAQS from 2018 through 2020 for the 1-hour averaging period (and 8-hour for CO).

⁷⁴ AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

**Table 7-2
Ambient Air Quality Data**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2018	2019	2020
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.120	0.101	0.133
Days > 0.09 ppm (State 1-hour standard)	14	1	31
Days > 0.070 ppm (Federal 8-hour standard)	40	6	49
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	3.4	2.6	N/A
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	2.1	2.2	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0572	0.0644	0.0572
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	31.0	30.0	27.6
Days > 35 µg/m ³ (Federal 24-hour standard)	0	0	0
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed May 17, 2022. Because data from this receptor area was not available for 2018 and 2019, data from the West San Fernando Valley source/receptor area #6 was used for 2018 and 2019.			

7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 91601) is approximately 484 in a million.⁷⁵ The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Hollywood Freeway 2,300 feet to the west). In general, the risk at the Project Site is higher than 59 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple

⁷⁵ South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed May 18, 2022.

sources of pollution. According to CalEnviroScreen, the Project Site (within Census tract 6037125320 subunit for CalEnviroScreen) is located in the 87th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 87 percent of other communities within California.⁷⁶

7.2.4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located on a commercial arterial within the North Hollywood neighborhood. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Kaiser Permanente North Hollywood (health care facility), 5250 Lankershim Boulevard; 30 feet north of the Project Site.
- Lofts at Noho Commons Apartments (residences), 11179 Weddington Street; 215 feet north of the Project Site.
- Lankershim Elementary School (school), 5250 Bakman Avenue; as close as 240 feet west of the Project Site.
- Residences, 5225 Blakeslee Avenue; 270 feet east of the Project Site.
- St. Paul's First Lutheran School (school), 11330 McCormick Street; 710 feet west of the Project Site.

7.2.4.5 Existing Project Site Emissions

The Project Site is occupied by a two-story, 32,995 square foot building that contains the following uses:⁷⁷

- Restaurant (1,965 square feet),
- Movie theater (1,100 seats, 27,400 square feet), and
- Office space (3,630 square feet)

As summarized in **Table 7-3**, most existing air quality emissions are associated with the 2,861

⁷⁶ Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0 MAP, https://experience.arcgis.com/experience/79d3b6304912414bb21ebd80100b23/page/home/?data_id=dataSource_85-1727ac1da3ba490bbc43c6f4ebe91539%3A3535&views=view_38%2Cview_7, accessed May 18, 2022.

⁷⁷ Armen Hovanessian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

daily vehicle trips traveling to and from the Project Site on a typical weekday.⁷⁸

**Table 7-3
Existing Estimated Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.9	<0.1	1.3	<0.1	<0.1	<0.1
Energy Sources	1.1	20.0	16.8	<0.1	1.5	1.5
Mobile Sources	23.3	9.26	95.0	<0.1	6.0	1.2
Net Regional Total	25.4	29.2	113.1	<0.1	7.5	2.7
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in Technical Appendix).						

7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the **Appendix E** to this analysis.

The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.⁷⁹ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass

⁷⁸ Armen Hovanessian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

⁷⁹ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

emission look-up tables and Project-specific modeling, where appropriate.⁸⁰ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed.

In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).⁸¹ This is appropriate given the 0.68-acre site and the proximity of sensitive receptors as close as 30 feet from the Project Site to the north.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.⁸² The LSTs for PM_{2.5} were established in October 2006.⁸³ Updated LSTs were published on the SCAQMD website on October 21, 2009.⁸⁴ **Table 7-4** presents the significance criteria for both construction and operational emissions.

⁸⁰ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

⁸¹ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

⁸² South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

⁸³ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

⁸⁴ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

**Table 7-4
SCAQMD Emissions Thresholds**

Criteria Pollutant	Construction Emissions		Operation Emissions
	Regional	Localized /a/	
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO _x)	100	80	55
Carbon Monoxide (CO)	550	498	550
Sulfur Oxides (SO _x)	150	--	150
Respirable Particulates (PM ₁₀)	150	4	150
Fine Particulates (PM _{2.5})	55	3	55

a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the East San Fernando Valley source receptor area. The SCAQMD has not developed LST values for VOC or SO_x. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008). The SCAQMD has not developed LST values for VOC or SO_x.
Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.

7.3.2 Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced by the Los Angeles Department of Water and Power (LADWP), for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.⁸⁵

7.3.3 Toxic Air Contaminants Impacts

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

7.4 Thresholds of Significance

⁸⁵ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2.).

7.4.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:⁸⁶

7.4.2.1 Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.

7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.⁸⁷ However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;⁸⁸ (2) 55 pounds per day

⁸⁶ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

⁸⁷ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

⁸⁸ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.⁸⁹

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).⁹⁰
- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.⁹¹
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:⁹²

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.⁹³ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

7.5 Project Impacts

7.5.1 Consistency with Plans

7.5.1.1 Air Quality Management Plan

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The

⁸⁹ SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

⁹⁰ SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

⁹¹ SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds, October 2006.

⁹² SCAQMD, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

⁹³ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O₃ control plan with new commitments for short-term NO_x and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO_x reductions from residential appliances. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as “Community Commercial” in the General Plan Framework, a classification that allows multi-family housing and restaurant uses such as that proposed by the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate the projected population and jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan.

Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2016 RTP/SCS and 2016 AQMP. While the 2020-2045 RTP/SCS has been adopted by SCAG as of September 2020, it has not been incorporated into the region’s air quality plan update expected in mid 2022. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

7.5.1.2 City of Los Angeles Policies

The Project Site would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within the San Fernando Valley Communities HQTAs⁹⁴, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.⁹⁵

⁹⁴ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/la_sanfernandovalley_scaghqtaeligible.pdf?1605647733

⁹⁵ Southern California Association of Governments, Sustainability Program homepage, accessed May 17, 2022

- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of Lankershim Boulevard and Chandler Avenue, 775 feet north of the Site.⁹⁶
- The Project Site is considered a Transit Priority Area (ZI-2452)
- There is substantial public transit service in the area, including:
 - Metro B (Red)⁹⁷ subway runs south to Universal City and Hollywood and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective February 20, 2022) provides service every 10 minutes during the AM and PM peak periods.⁹⁸
 - Metro G (Orange) bus rapid transit runs east to Valley Village and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective October 23, 2022) provides service every 6-8 minutes during the AM and PM peak periods.⁹⁹
 - BurbankBus Green Route to Media Center and Orange Route to Airport and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective August 2020) provides service every 30 minutes during the AM and PM peak periods.¹⁰⁰
 - Metro Local 155, bus line run north-south along Lankershim Boulevard and stops at Magnolia Boulevard, 260 feet south of the Site. The latest schedule (effective June 26, 2021) provides service every 60 minutes during the AM and PM peak periods.¹⁰¹
 - Metro Local 224, bus line run north-south along Lankershim Boulevard and stops at Magnolia Boulevard, 260 feet south of the Site. The latest schedule (effective October 23, 2022) provides service every 15 minutes during the AM and PM peak periods.¹⁰²
 - Metro Express 501 bus line run north-south along Lankershim Boulevard and stops at Magnolia Boulevard, 260 feet south of the Site. The latest schedule (effective June 26, 2022) provides service every 20 minutes during the AM and PM peak periods.¹⁰³
 - Metro Local 152, bus line run north-south along Lankershim Boulevard and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective June 26, 2022) provides service every 15 minutes during the AM and PM peak periods.¹⁰⁴

⁹⁶ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

⁹⁷ In January 2020, Metro renamed its rail line, and currently has a transitional naming system using both the letter and the color: <https://www.metro.net/riding/line-letters/>

⁹⁸ Metro schedule for Line 802 (B): <https://www.metro.net/riding/schedules/?line=802>

⁹⁹ Metro schedule for Line 901 (G): <https://www.metro.net/riding/schedules/?line=901-13164>

¹⁰⁰ BurbankBus schedule for Green Line: <https://www.burbankca.gov/green-route>

¹⁰¹ Metro schedule for Line 155: <https://www.metro.net/riding/schedules/?line=155-13164>

¹⁰² Metro schedule for Line 224: <https://www.metro.net/riding/schedules/?line=224-13164>

¹⁰³ Metro schedule for Line 501: <https://www.metro.net/riding/schedules/?line=501-13164>

¹⁰⁴ Metro schedule for Line 152: <https://www.metro.net/riding/schedules/?line=152-13164>

- Metro Local 154 bus line run north-south along Lankershim Boulevard and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective June 26, 2022) provides service every 60 minutes during the AM and PM peak periods.¹⁰⁵
- Metro Local 162 bus line runs north-south along Vineland Avenue and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective October 23, 2022) provides service every 15-20 minutes during the AM and PM peak periods.¹⁰⁶
- LADOT Commuter Express 549 bus line run north-south along Lankershim Boulevard and stops at the North Hollywood Station, 975 feet north of the Site. The latest schedule (effective July 31, 2021) provides service every 25 minutes during the AM and PM peak periods.¹⁰⁷
- Metro Local 237 bus line runs east-west along Chandler Boulevard and stops at Lankershim Boulevard, 775 feet north of the Site. The latest schedule (effective June 26, 2022) provides service every 60 minutes during the AM and PM peak periods.¹⁰⁸
- Metro operates two Bike Share stations on Lankershim Boulevard, one just north of Chandler Boulevard and the other across Lankershim Boulevard at Academy Way.
- The Los Angeles Department of Transportation (LADOT) Bike Program defines the following as Bike Friendly streets:¹⁰⁹
 - Lankershim Boulevard, adjacent to the Site
 - Bakman Avenue, 730 feet west of the Site
- There is a dedicated Class II bike lane on Chandler Boulevard, 650 feet north of the Site.
- The Project would include ten short- and 91 long-term bicycle parking spaces. A “bike café” area on the first floor of the development would also include a 100 square-foot work area for bicycle maintenance.

The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in **Table 7-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

¹⁰⁵ Metro schedule for Line 154: <https://www.metro.net/riding/schedules/?line=154-13164>

¹⁰⁶ Metro schedule for Line 162: <https://www.metro.net/riding/schedules/?line=162-13164>

¹⁰⁷ LADOT schedule for Line 549: <https://www.ladottransit.com/comexp/routes/549/549.html>

¹⁰⁸ Metro schedule for Line 237: <https://www.metro.net/riding/schedules/?line=237-13164>

¹⁰⁹ According to LADOT’s Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

**Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Consistent. The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The proposed development would provide multi-modal transportation options to residents, workers, and guests as an option to driving to work. Three transit agencies operate nine local and express bus lines to the area, while Metro’s North Hollywood Rail station provides access to the B and G lines. Bicyclists would have 101 on-site parking spaces, a bike café, and an on-site maintenance work area. Two Metro Bike Share stations are located within 200 feet of the development.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. By virtue of the Project Site’s TOC Tier 3 status, the Project Site limits parking to 71 spaces for the mixed-use development. This would discourage single-occupant vehicle use and promote use of travel options. Three transit agencies operate nine local and express bus lines to the area, while Metro’s North Hollywood Rail station provides access to the B and G lines. Bicyclists would have 101 on-site parking spaces, a bike café, and an on-site maintenance work area. Two Metro Bike Share stations are located within 200 feet of the development.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. By virtue of the Project Site’s TOC Tier 3 status, the garage would be limited to parking for 71 vehicles. The development would provide transportation options to residents, workers, and visitors as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The residential and commercial development would not host special events. The Project would not impede the advancement of this Citywide policy.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project would result in a net reduction of 219 vehicle trips in the peak P.M. hour, as it would replace the high traffic generating movie uses in favor of residential uses, which are a low traffic

**Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
	generator, when compared to commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Three transit agencies operate nine local and express bus lines to the area, while Metro's North Hollywood Rail station provides access to the B and G lines. Bicyclists would have 101 on-site parking spaces, a bike café, and an on-site maintenance work area. Two Metro Bike Share stations are located within 200 feet of the development
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Consistent. The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be a mixed-use, infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors. Three transit agencies operate nine local and express bus lines to the area, while Metro's North Hollywood Rail station provides access to the B and G lines. Bicyclists would have 101 on-site parking spaces, a bike café, and an on-site maintenance work area. Two Metro Bike Share stations are located within 200 feet of the development. The Project would include eight electric vehicle charging spaces and 22 electric vehicle spaces with conduits that can be used to create more EV spaces in the future.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The Project would support use of alternative transportation modes. The Project Site is well-served by public transit. Three transit agencies

**Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
	operate nine local and express bus lines to the area, while Metro’s North Hollywood Rail station provides access to the B and G lines. Bicyclists would have 101 on-site parking spaces, a bike café, and an on-site maintenance work area. Two Metro Bike Share stations are located within 200 feet of the development.
Policy 4.3.1. Revise the City’s General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City’s General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City’s water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City’s buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City’s Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California’s emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the State’s Green Building Standards Code and the City of Los Angeles’ Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2022.	

7.5.2 Emissions

7.5.2.1 Construction

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would peak during grading activities, where approximately 15,384 cubic yards of soil (including swell factors for topsoil and silty sand) would be exported from the Project Site to accommodate a one-level subterranean structure. NO_x emissions would primarily result from the use of construction equipment and truck trips.

All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 7-6**, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is less than significant.

Table 7-6
Estimated Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2023	3.2	28.3	33.3	<0.1	5.1	2.6
2024	1.8	15.3	18.2	<0.1	2.1	1.0
2025	15.3	16.4	21.0	<0.1	2.4	1.1
Maximum Regional Total	15.3	28.3	33.3	<0.1	5.1	2.6
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	15.3	23.3	23.8	<0.1	3.7	2.2
Localized Threshold	N/A	80	498	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No

Table 7-6
Estimated Daily Construction Emissions

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in East San Fernando Valley source receptor area. Modeling sheets included in the Technical Appendix.

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.¹¹⁰ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2018-2020) for the Project area.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the East San Fernando Valley SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which is the Kaiser medical facility to the north of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-6**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD.

These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include hearths, consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space heating and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size.

¹¹⁰ SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. However, when the removal of the existing mixed-use development is considered, the Project would reduce about 1,056 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025.¹¹¹

As shown in **Table 7-7**, the Project's net emissions would result in a reduction in all criteria pollutant emissions. As such, the Project's construction would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are less than significant.

Table 7-7
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	3.9	0.1	8.7	<0.1	<0.1	<0.1
Energy Sources	0.1	<0.1	0.4	<0.1	0.1	0.1
Mobile Sources	17.0	5.8	65.3	<0.1	5.3	1.0
Regional Total	20.9	6.6	74.4	<0.1	5.4	1.1
Existing Sources	-25.4	-29.2	-113.1	<0.1	-7.5	-2.7
Net Regional Total	-4.5	-22.6	-38.7	<0.1	-2.1	-1.6
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	2.0	-19.0	-9.0	<0.1	-1.4	-1.4
Localized Significance Threshold	N/A	80	498	N/A	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No
LST analyses based on 1-acre site with 25-meter distances to receptors in East San Fernando Valley SRA Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in the Technical Appendix).						

7.5.3 Sensitive Receptors

7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

¹¹¹ Armen Hovanesian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

As shown in **Table 7-6**, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, and PM_{2.5} from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 24 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.5.3.2 Operation

The Project Site would be redeveloped with multi-family residences and restaurant uses, land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).¹¹² The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General

¹¹² California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

Plans and Local Planning.¹¹³ Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.¹¹⁴ Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would reduce 1,056 daily vehicle trips from the local roadway network.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.¹¹⁵ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical

¹¹³ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

¹¹⁴ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

¹¹⁵ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.¹¹⁶ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.5.4 Odors

The Project would not result in activities that create objectionable odors. The Project is a residential and commercial development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors. As a result, any odor impacts from the Project would be considered less than significant.

7.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

¹¹⁶ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.¹¹⁷

8.1 Regulatory Framework

8.1.1 Surface Water Hydrology

8.1.1.1 County of Los Angeles Hydrology Manual

The Project Site is located within the Los Angeles River Watershed, which covers approximately 834 square miles. The Los Angeles County Flood Control District (LACFCD) is responsible for providing flood protection, water conservation, recreation, and aesthetic enhancement within this entire watershed. The Los Angeles County Flood Control District (LACFCD) is responsible for providing flood protection, water conservation, recreation and aesthetic enhancement within this entire watershed. The Los Angeles County Department of Public Works (LACDPW) developed a Hydrology Manual (January 2006), which establishes the LACDPW hydrologic design procedures based on historic rainfall and runoff data collected within the County.

8.1.1.2 Los Angeles Municipal Code

Any proposed drainage improvements within the street right-of-way or any other property owned by, to be owned by, or under control of the City requires approval through the B-Permit process (LAMC Section 62.105). Through the B-Permit process, storm drain installation plans which include any connections to the City's storm drain system from a property line to a catch basin or storm drainpipe, are subject to review and approval by the City of Los Angeles Department of Public Works, Bureau of Engineering.

8.1.2 Surface Water Quality

8.1.2.1 Clean Water Act

In 1972, the federal Clean Water Act (CWA) was established, which provided the regulatory framework for surface water quality protection. The United States Congress amended the CWA in 1987 to specifically regulate discharges to waters of the United States from public storm drain systems and storm water flows from industrial facilities, including construction sites, and require such discharges be regulated through permits under the National Pollutant Discharge Elimination System (NPDES).¹¹⁸ CWA regulation calls for the implementation of Best Management Practices (BMPs) to reduce or prevent the discharge of pollutants from these activities to the Maximum Extent Practicable (MEP) for urban runoff and meeting the Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) standards for construction storm water. Regulations and permits have been implemented at the

¹¹⁷ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

¹¹⁸ CWA Section 402(p).

federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water resources.

The CWA Federal Anti-Degradation Policy [40 Code of Federal Regulations (CFR) Section 131.12] requires states to develop statewide anti-degradation policies and identify methods for implementing them. Pursuant to the CFR, state anti-degradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

8.1.2.2 Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the California Water Code (CWC), the LARWQCB has adopted a plan entitled "Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties" (Basin Plan). Specifically, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable state and regional board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

8.1.2.3 The General Permit for Construction Activities

SWRCB Order No. 2009-0009-DWQ known as the "Construction General Permit" was adopted on September 2, 2009 and was amended by Order No. 2010-0014-DWQ on February 14, 2011 and Order No 2012-0006-DWQ which became effective on July 17, 2012. This NPDES permit establishes a risk-based approach to stormwater control requirements for construction projects by identifying three project risk levels.

California mandates requirements for all construction activities disturbing more than one acre of land to develop and implement Stormwater Pollution Prevention Plans (SWPPPs). The SWPPP documents the selection and implementation of BMPs for a specific construction project, charging owners with stormwater quality management responsibilities. A construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.

8.1.2.4 Los Angeles County Municipal Storm Water System (MS4) Permit

As described above, USEPA regulations require that MS4 permittees implement a program to monitor and control pollutants being discharged to the municipal system from both industrial and commercial projects that contribute a substantial pollutant load to the MS4. On December 13, 2001, the NPDES Permit or MS4 permit were adopted for municipal stormwater and urban runoff discharges within Los Angeles County, covering 84 cities and most of the unincorporated areas of Los Angeles County.

8.1.2.5 Los Angeles Municipal Code

Section 64.70 of LAMC sets forth the City’s Stormwater and Urban Runoff Pollution Control Ordinance. The ordinance prohibits the discharge of the following items into any storm drain systems:

- Any liquids, solids, or gasses which by reason of their nature or quantity are flammable, reactive, explosive, corrosive, or radioactive, or by interaction with other materials could result in fire, explosion or injury.
- Any solid or viscous materials, which could cause obstruction to the flow or operation of the storm drain system.
- Any pollutant that injures or constitutes a hazard to human, animal, plant or fish life, or creates a public nuisance.
- Any noxious or malodorous liquid, gas, or solid in sufficient quantity, either singly or by interaction with other materials, which creates a public nuisance, hazard to life, or inhibits authorized entry of any person into the storm drain system.
- Any medical, infectious, toxic or hazardous material or waste.

Earthwork activities, including grading, are overseen by the Los Angeles Building Code, which is contained in LAMC, Chapter IX, Article 1. Section 91.7013 contains regulations pertaining to erosion control and drainage devices and Section 91.7014 provide requirements for flood, mudflow protection and general construction requirements.

8.1.2.6 Low Impact Development

LID is a stormwater strategy that is used to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. Urban runoff discharged may contain pollutants such as trash and debris, bacteria and viruses, oil and grease, sediments, nutrients, metals, and toxic chemicals that can negatively affect the ocean, rivers, plant and animal life, and public health.

LID encompasses a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. These LID practices can effectively remove nutrients, bacteria, and metals, while reducing the volume and intensity of stormwater flows.

The Project is subject to runoff mitigation in a manner that captures or treats rainwater at its source, while utilizing natural resources. Stormwater runoff shall either be infiltrated, evapotranspired, captured and used, or treated through high removal efficiency BMPs, onsite, through stormwater management techniques that comply with provisions of the City of Los Angeles Planning and Land Development Handbook for Low Impact Development (May 2016). The LARWQCB has a BMP Hierarchy in which the project must follow when selecting the type or types of BMPs to be constructed on site. The following is the BMP Hierarchy, per Order No. R4-2012-0175 as amended by Order WQ 2015-0075 NPDES NO. CAS004001:

1. On-site infiltration,

2. On-site bioretention and/or harvest and use,
3. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit

8.1.2.7 Hydromodification

The Project is not required to implement hydrologic control measures as mitigation for hydromodification impacts. In addition, as described below, implementation of the Project will result in a reduction of peak flows and volumes as compared to existing conditions, thereby satisfying hydromodification requirements in addition to the receiving water exemption.

8.1.2.8 Los Angeles River Watershed Enhanced Watershed Management Program

The County of Los Angeles, the City of Los Angeles and all other cities in the Los Angeles Watershed are responsible for the implementation of watershed improvement plans or Enhanced Watershed Management Programs (EWMP) to improve water quality and assist in meeting the Total Maximum Daily Load (TMDL) milestones. An EWMP for the Los Angeles River Watershed (EWMP, June 2014), was prepared with the City of Los Angeles as the lead coordinating agency. The objective of the EWMP Plan is to determine the network of control measures (often referred to as best management practices [BMPs]) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices.

The Project Site, located in the Los Angeles River Watershed, falls within the EWMP. The EWMP does not identify any regional BMP projects in the vicinity of the Project. Therefore, LID BMPs will be implemented at the individual parcels associated with the Project to meet the local MS4 Permit requirements.

8.1.3 Groundwater

8.1.3.1 California Groundwater Sustainability Act

On Sept. 16, 2014, California Governor Jerry Brown signed into law a three-bill legislative package, known as the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention only if necessary, to protect the resource. The SGMA requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally based management plans. The act provides substantial time – 20 years – for GSAs to implement plans and achieve long-term groundwater sustainability. It protects existing surface water and groundwater rights and does not impact current drought response measures. The California Water Commission (CWC) requires a statewide prioritization of California's groundwater basins using the following eight criteria:

1. Overlying population;
2. Projected growth of overlying population;
3. Public supply wells;

4. Total wells;
5. Overlying irrigated acreage;
6. Reliance on groundwater as the primary source of water;
7. Impacts on the groundwater—including overdraft, subsidence, saline intrusion, and other water quality degradation;
8. Any other information determined to be relevant by the Department.

The Project Site is not located within a high priority California Statewide Groundwater Elevation Monitoring groundwater basin. It is located within the San Fernando Valley basin, which currently does not have any California Statewide Groundwater Elevation Monitoring System wells. The subbasin is under the Los Angeles GSA, but there are currently no GSPs which include this location.^{119, 120} GSAs responsible for high-and medium-priority basins must adopt groundwater sustainability plans within five to seven years. Plans must include a physical description of the basin, including groundwater levels, groundwater quality, subsidence, information on groundwater-surface water interaction, data on historical and projected water demands and supplies, monitoring and management provisions, and a description of how the plan will affect other plans, including city and county general plans. Plans will be evaluated every five years.

8.1.3.2 Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the CWC, the LARWQCB has adopted a plan entitled “Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties” (Basin Plan). Specifically, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state’s anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable state and regional board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

8.2 Environmental Setting

8.2.1 Surface Water Hydrology

Stormwater Runoff is collected from the Project Site and conveyed through offsite storm drain facilities along Lankershim Boulevard. Existing city records per NavigateLA and images indicate that one (1) existing catch basin on Lankershim Boulevard resides south of the Project, near the

¹¹⁹ <https://sgma.water.ca.gov/portal/#gsa>

¹²⁰ <https://sgma.water.ca.gov/portal/#gsp>

corner of Lankershim Boulevard and Magnolia Boulevard. This catch basin connects to a 10-inch plastic pipe within Lankershim Boulevard, which continues to flow south.¹²¹

The Site is approximately 0.68 acres and entirely covered by a building and hardscape. The Site is nearly 100% impervious.

There are no known existing storm drain deficiencies or capacity issues within the storm drains that collect runoff from the Project Site. The Stormwater Division has mentioned that if the project is reducing the stormwater runoff, the City does not anticipate conflicts.

According to the Federal According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1320F and No. 06037C1340F (the building straddles the two maps), dated September 26, 2008, the Project Site is located within Zone X, which depicts areas determined to be outside the 0.2% (500-year) annual chance floodplain.¹²² Therefore, the processing of a letter of map revision or conditional letter of map revision (LOMR/CLOMR) through FEMA will not be required for the Project.

8.2.2 Surface Water Quality

Within the urban environment of the Project, stormwater runoff occurs during and shortly after rain events. The volume of runoff depends on the intensity and duration of the storm event and the imperviousness of the drainage area. Typical urban pollutants associated with stormwater runoff following rain events includes sediment, trash, bacteria, metals, nutrients, and potentially organics and pesticides. The source of contaminants is wide ranging and includes all areas where rainfall occurs along with atmospheric deposition. Therefore, sources of contaminants within urban areas include roadways, building tops, parking lots, landscape areas and maintenance areas.

To reduce contaminant loads from entering the storm drain system, the City conducts routine street cleaning operations as well as periodic cleaning and maintenance of the catch basins to reduce stormwater pollution within the storm drain system. The City also installs catch basin screens to reduce trash from entering the catch basins.

Under existing conditions, the Project Site is commercial. Stormwater that leaves the Project Site enters into an existing catch basin or exits onto adjacent streets and remains untreated. Ultimately flows discharge into curbside inlets on Lankershim Boulevard, which get picked up by the public storm drain system. Anticipated pollutants consistent with parking lots, building areas and landscaping include total suspended solids (TSS), oil/grease, heavy metals, nutrients, pesticides and trash.

¹²¹ NavigateLA, Stormwater layer: <http://navigatea.lacity.org/navigatea/>

¹²² FEMA, Flood Insurance Rate Maps: https://msc.fema.gov/portal/search?AddressQuery=5240%20lankershim%20boulevard%2C%20los%20angeles#searchresults_anchor

8.3 Project Impacts

8.3.1 Construction

8.3.1.1 Surface Water Hydrology and Quality

Implementation of the Project would result in construction activities that includes demolition of the existing building on-site and excavation of existing soils. Construction activities have the potential to temporarily alter the existing drainage patterns of the Project Site and also increase the permeability of the site based on increased pervious surface coverage during construction. Exposed pervious surfaces also have the potential for erosion, scour, and increased sediment and associated pollutants discharging from the Project Site during construction activities. The main pollutant of concern during construction is typically sediment and soil particles that discharge off-site due to wind, rain, and construction patterns.

The Project would be subject to the Construction General Permit, described above in Section 8.1.2.3, and must prepare and implement a SWPPP that meets the requirements of the General Permit. In the event exceedances of receiving water quality objectives are observed, measures must be taken and documented within the SWPPP to improve discharge water quality and runoff effluent. This may include but not be limited to increasing the size of existing BMPs, adding more BMPs to the drainage area, additional filtering, and/or a reduction in active grading area.

Because the Project Site is less than one (1) acre of land, the Project is not required by the City to provide a Notice of Intent (NOI) and WDID issued from the SWRCB to ensure the potential for soil erosion and construction are minimized.

BMPs that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources include, but are not limited to: erosion controls, sediment controls, tracking controls, non-storm water management, materials & waste management, and good housekeeping practices.

Through compliance with the Construction General Permit described above in Section 8.1.2.3, implementation of BMPs appropriate for each major phase of construction, and compliance with applicable City grading regulations, construction of the Project would not cause flooding, substantially increase or decrease the amount of surface water in a water body, or result in a permanent, adverse change to flow direction. The construction of the Project would also not result in discharges that would cause: (1) pollution that would impact the quality of waters of the state to a degree which negatively impacts beneficial uses of the waters; (2) contamination of the quality of the waters of the state by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health, affect an entire community or neighborhood or any considerable number of persons, and occurs during or as a result of the treatment or disposal of wastes. Lastly, construction of the Project would not result in discharges that would cause regulatory impacts within watershed. Therefore, it is anticipated that surface water hydrology and water quality during construction will be handled in accordance with applicable regulations.

Therefore, the Project's construction impacts on surface water hydrology and quality would be less than significant.

8.3.1.2 Groundwater Hydrology and Quality

Construction of the Project is not anticipated to impact any water supply wells, as no active water supply wells are located at the Project and the Project will not include the construction of any water supply wells. Construction of the Project will include excavation depths of approximately 5 feet bgs for foundation and utility work. In the event groundwater is encountered, the Project would be required to obtain a temporary dewatering permit from the City of Los Angeles. Accordingly, construction of the Project will not adversely impact the rate or direction of flow of groundwater, and the Project potential impacts on groundwater hydrology during construction will not be significant.

Short-term groundwater quality impacts regarding soils and shallow groundwater exposure to construction materials, wastes, and spilled materials will be accounted for and the site will deploy proper housekeeping measures. As previously noted above, construction of the Project will include mass excavation of up to 5 feet bgs. The Project will also result in a net export of existing soil material. There is not a high potential for contaminated soils or groundwater to be encountered, but if contaminated soils are found within the excavation limits, contaminated soils would be collected within the excavated material, removed from the Project Site, and disposed of in accordance with all applicable regulatory requirements.

During on-site grading and building activities, minimal amounts of hazardous materials such as fuels, paints, solvents, and concrete additives could be used, and the presence of such materials provides an opportunity for hazardous materials to be released into groundwater. To protect groundwater resources, the Project will comply with applicable federal, state and local requirements related to the handling, storage, application and disposal of hazardous waste which will reduce the potential for construction activities of the Project to release contaminants into groundwater that could affect existing contamination, mobilize or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Therefore, groundwater contamination through hazardous materials releases, and impacts on groundwater quality will be minimized by compliance with applicable regulations.

Therefore, the Project's construction impacts on groundwater hydrology and quality would be less than significant.

8.3.2 Operation

8.3.2.1 Surface Water Hydrology and Quality

Development of the Project would slightly increase amount of pervious surface with landscaping areas. This increase in pervious surfaces would result in maintaining in stormwater runoff.

Based on the above, operation of the Project would not result in flooding, impact of the capacity of the existing storm drain system, or worsen an existing flood condition. In addition, the Project would not substantially reduce or increase the amount of surface water in the local water body or result in a permanent adverse change in the drainage system. As flow is predicted to remain the same in a 50-year storm event, it is not anticipated that any deficiencies will be created or exacerbated by the Project on the curbside open catch basins on Lankershim Boulevard. The

capacity of the storm drain facilities, which the Project contributes to, will not be adversely impacted by the proposed change in flows.

Stormwater runoff from the Project has the potential to discharge pollutants into the City and County storm drain system. To meet the local MS4 Permit and LID requirements consistent with the City's LID Ordinance and LID Manual (May 9, 2016), stormwater management strategies will be implemented throughout the Project Site. Capture and use design features will be implemented to meet the local LID requirements.

The Project will comply with the City's LID Manual,¹²³ which requires that post-construction stormwater runoff from new developments be infiltrated, evapotranspired, captured and reused, and/or treated through a high efficiency BMP onsite for the 85th percentile storm event or 0.75"—whichever is greater. For the Project, the 85th percentile storm event is 0.98". The LID Manual states that BMPs shall be designed to manage and capture stormwater runoff. Infiltration systems are the first priority type of BMP improvements as they provide for percolation and infiltration of the stormwater into the ground, which not only reduces the volume of stormwater runoff entering the MS4 but also contributes to groundwater recharge in some areas.

The second priority BMP is capturing and reusing stormwater onsite for either landscape irrigation or toilet flushing. Projects that cannot infiltrate or harvest/reuse the water quality volume may implement biofiltration BMPs. Biofiltration BMPs shall be sized to adequately capture 1.5 times the volume not managed through infiltration and/or capture and reuse.

Preliminary and final LID Plans will be coordinated with the City to satisfy the water quality requirements of the Project Site. The existing Project Site has no known structural or LID BMPs to treat stormwater. Therefore, implementation of the LID features proposed as part of the Project would result in a significant improvement in surface water quality runoff as compared to existing conditions. Implementation of the proposed BMP system will result in the treatment of the entire required volume for the Project Site and the elimination of pollutant runoff up to the 85th percentile storm event.

Based on the proposed LID plan, operation of the Project would not result in discharges that would cause: (1) an incremental increase in pollution which would alter the quality of the waters of the state to a degree which unreasonably affects beneficial uses of the waters; (2) an incremental increase of contamination of the quality of the waters of the state by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) an incremental increase in the nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable numbers of persons; and occurs during or as a result of the treatment or disposal of wastes. Lastly, operation of the Project would not result in discharges that would cause regulatory standards to be violated in the watershed.

Therefore, the Project's operation impacts on surface water hydrology and quality would be less than significant.

¹²³ Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities, 5th Edition; adopted by the City of Los Angeles, Board of Public Works on May 9, 2016.

8.3.2.2 Groundwater Hydrology and Quality

Under the proposed conditions, regional and local potable water levels and adjacent wells or well fields will not be impacted by the Project. The Project does not include any groundwater pumping and relies on the LADWP for water. In addition, the Project is not anticipated to adversely change the rate or direction of flow of groundwater. Implementation of the Project would also result in an increase in pervious areas over the existing conditions. The increase in pervious areas would improve the groundwater recharge capacity of the Project Site over existing conditions. Since the Project is anticipated to implement LID BMPs to treat the required volume of runoff, the Project shall improve the existing groundwater hydrology.

The SWRCB's Geotracker website indicates there are no significant sources of soil or groundwater pollution within the project area. The proposed LID BMP systems are designed to safely convey stormwater runoff into the sub-surface soil without the threat of contaminant mobilization, and will assist in improving the groundwater quality.

Therefore, the Project's operation impacts on groundwater hydrology and quality would be less than significant.

8.4 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.¹²⁴

This section is based on the following items, included as **Appendix F** of this CE:

- F-1 Schools Response, Los Angeles Unified School District, August 10, 2021.
- F-2 Parks Response, Los Angeles Department of Recreation and Parks, August 19, 2021.
- F-3 Library Response, Los Angeles Public Library, September 27, 2021.
- F-4 Utilities Technical Memorandum, PSOMAS, September 13, 2022.
- F-5 Water Response, Los Angeles Department of Water and Power, October 1, 2021.

9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

¹²⁴ Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

According to LAMC Section 57.512.1,¹²⁵ response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).¹²⁶

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2¹²⁷, where a response distance is greater than that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 57.507.3.3
Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 60¹²⁸, located at 5320 Tujunga Avenue, approximately 0.25 miles driving distance away. Additionally, Station No. 86, located 4305 Vineland Avenue, approximately 1.25 miles driving distance.

¹²⁵ LAMC Section 57,512.1, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹²⁶ LAMC Table 57,507.3.3, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.507.3.3](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.507.3.3)

¹²⁷ LAMC Section 57,512.2, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512.2](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.2).

¹²⁸ LAFD, Find Your Station: <https://www.lafd.org/fire-stations/station-results>

As shown in **Table 9-1**, Fire Station No. 60 has an assessment light force (composed of a truck company and engine company).¹²⁹ Therefore, the Project Site is located within the maximum distance identified by LAMC Section 57.512.1¹³⁰ (i.e. within 1.5 mile for an engine and 2 miles for a truck).

**Table 9-1
Fire Stations**

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
60	5320 Tujunga	0.25 mile	Assessment Light Force Engine Paramedic Ambulance Rescue Ambulance Foam Tender Battalion Chief	EMS: 6:31 min Non-EMS: 5:55 min	EMS: 6,209 Non-EMS: 1,301
86	4305 Vineland	1.25 miles	Assessment Engine Paramedic Ambulance Swift Water Rescue Team	EMS: 6:12 min Non-EMS: 6:06 min	EMS: 2,666 Non-EMS: 954

Response Time: (January to December 2021) average time (turnout time + travel time) in the station area.
Incident counts: (January to December 2021). Non-EMS is fire emergency. EMS is emergency medical service.
http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf
Light Force: Truck company and single engine.
Task Force: Truck company and two fire engines.
LAFD June 2021 Fire Station Directory.
Table: CAJA Environmental Services, May 2022.

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone¹³¹ or in the wildlands fire hazard Mountain Fire District.¹³²

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building

¹²⁹ LAFD: <http://www.lafd.org/about/about-lafd/apparatus>.

¹³⁰ LAMC Section 57.512.1, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹³¹ ZIMAS search: <http://zimas.lacity.org/>.

¹³² Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 19, 2021.

must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD’s fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

The following fire hydrants are near the Project Site:¹³³

- Hydrant (ID 52204, size 2½ x 4D, 12-inch main), southeast corner of Lankershim Boulevard and Weddington Street, north of the Site.
- Hydrant (ID 52202, size 2½ x 4D, 12-inch main), east side of Lankershim Boulevard, 212 feet south of Weddington centerline, north of the Site.
- Hydrant (ID 70789, size 2½ x 4D, 12-inch main), northeast corner of Lankershim Boulevard and Academy Way, south of the Site.
- Hydrant (ID 52200, size 2½ x 4D, 12-inch main), northeast corner of Magnolia Boulevard and Lankershim Boulevard, south of the Site.

If the Project is determined to require one or more new hydrants during plan check, the Project would have to provide them.

An Information of Fire Flow Availability Request (IFFAR) was submitted on August 16, 2021 to LADWP for four fire hydrants flowing simultaneously at 6,000 gallons per minute to more conservatively assess the pressures of multiple hydrants flowing simultaneously and to determine if any water main upgrades would be required to meet the Fire Department requirements. The results of LADWP’s review of the IFFAR was received on September 1, 2021. The IFFAR confirms that the existing hydrants provides sufficient capacity and additional upgrades to the water mains will not be needed. In addition, a Service Availability Report (SAR) was submitted for a new private fire service connection to LADWP. The results of the completed SAR dated August 30, 2021, determined that the adjacent water infrastructure is sufficient to meet the Project’s fire water demands. No upgrades are expected.¹³⁴

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection

¹³³ Navigate LA, DWP (Fire Hydrants) Layer: <http://navigatela.lacity.org/navigatela/>

¹³⁴ [Utilities Technical Memorandum](#), PSOMAS, September 13, 2022. Page 12.

services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹³⁵

For all the foregoing reasons, the Project would be adequately served with respect to fire protection by the LAFD.

9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Valley Bureau, North Hollywood Community Police Station, located at 11640 Burbank Boulevard.¹³⁶ The Community is 25 square miles in size, has approximately 220,000 residents, and has approximate 300 sworn officers. The officer to resident ratio is 1:733.¹³⁷ The Station is approximately 0.75 mile driving distance from the Project Site.

The Project would add approximately 309 residents.¹³⁸ Assuming the same officer to resident ratio, the Project would represent approximately 0.42% of 1 officer.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project will contribute property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be integrated into the building. The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172.

¹³⁵ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847.

¹³⁶ LAPD, North Hollywood Station: https://www.lapdonline.org/north_hollywood_community_police_station

¹³⁷ 220,000 persons / 300 = 733.

¹³⁸ The source for the 2.41 persons-per-household rate for the City is Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, June 12, 2020.

Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with Proposition 172 to ensure that public safety services are provided.¹³⁹

For all the foregoing reasons, the Project would be adequately served with respect to police protection by the LAPD.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:¹⁴⁰

- Lankershim Elementary (grades K-5), 5250 Bakman Avenue
- Walter Reed Middle (grades 6-8), 4525 Irvine Avenue
- East Valley High (grades 9-12), 5525 Vineland Avenue

The residential units directly generate students and the commercial use indirectly generate students through the employees and their families. As shown in **Table 9-2**, the Project would generate approximately 47 students. This is a conservative amount that does not take credit for the existing uses on the Site.

Table 9-2
Estimated Student Generation

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	128 units	25	7	14	46
Commercial	5,000 sf	1	1	1	3
Total		26	8	15	47

LAUSD Developer Fee Justification Study, March 2022.

Table 3, LAUSD Student Generation Factors: 0.1953 elementary, 0.0538 middle; 0.1071 high school.
Table 15, LAUSD Student Generation Factors per 1,000 sf: 0.467 for neighborhood shopping centers; 0.826 students for office.

Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 55 percent for elementary, 15 percent for middle, and 30 percent for high school.

Table: CAJA Environmental Services, May 2022.

¹³⁹ City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

¹⁴⁰ <https://rsi.lausd.net/ResidentSchoolIdentifier/>

Lankershim Elementary is expected to be overcrowded in the 5-year projected future. Reed Middle and East Valley High are expected to have capacity in the future.¹⁴¹

However, pursuant to the California Government Code Section 65995¹⁴² and California Education Code Section 17620¹⁴³, mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government Code.

Lankershim Elementary School, located at 5250 Bakman Avenue, is 240 feet west of the Site. However, intervening and existing commercial buildings on the west side of Lankershim Boulevard would ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Lankershim Elementary is accessed via Bakman Avenue, which is not affected by the Project. Construction activities would be limited to on-site work.

For all the foregoing reasons, the Project would be adequately served with respect to schools by the LAUSD.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table 9-3 lists the parks and recreation centers that are located near the Project Site.

Table 9-3
Parks and Recreation Centers

Name	Address	Distance to Site
North Hollywood Recreation Center	11430 Chandler Boulevard	1,200 feet
Valley Village Park	5000 Westpark Drive	2,500 feet
Woodbridge Park	11240 Moorpark Street	1.0 mile
Tiara Street Park	11480 Tiara Street	4,600 feet
North Weddington Recreation	10844 Acama Street	1.35 miles
NavigateLA with Recreation and Parks Department layer: http://navigate-la.lacity.org/index01.cfm		

The Project would increase the number of residents and employees at the Project Site. However, employees do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. The Project would include common

¹⁴¹ [Schools Response](#), Los Angeles Unified School District, August 10, 2021.

¹⁴² California Government Code Section 65995, <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=GOV§ionNum=65995>

¹⁴³ California Education Code Section 17620 <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=EDC§ionNum=17620>

open space roof deck, and private open space balconies in compliance with the LAMC requirement. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

According to the standards provided in the Public Recreation Plan, the 309 net new residents would require 1.24 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance amends LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17. The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

Thus, the Project would meet the LAMC's requirement for the provision of usable open space. The Project would be required to pay the in-lieu fee prior to the issuance of a building permit.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served with respect to open space and recreation by area park and recreational facilities.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.¹⁴⁴

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

¹⁴⁴ LAPL website: <https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf>

Table 9-4 describes the libraries that would serve the Project.

**Table 9-4
Los Angeles Public Libraries**

Name	Address	Size (sf)	Collection Size / Circulation	Service Population	Staff
North Hollywood	5211 Tujunga Avenue	15,150	55,800 / 88,655	90,446	15.5
Studio City	12511 Moorpark Street	11,500	55,985 / 167,592	39,838	11.5
Valley Plaza	12311 Vanowen Street	10,500	51,666 / 67,989	83,072	9
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries. <u>Library Response</u> , Los Angeles Public Library, September 27, 2021.					

Employees do not typically frequent libraries during work hours, but are more likely to use facilities near their homes during non-work hours.

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.^{145, 146, 147} Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The North Hollywood branch would be able to accommodate the Project's 309 residents. Therefore, the Project would be adequately served with respect to library services by the City's libraries.

¹⁴⁵ "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": <https://www.arts.gov/sites/default/files/ToRead.pdf>.

¹⁴⁶ "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: <http://old.diglib.org/use/whitepaper.htm>.

¹⁴⁷ "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: <http://www.clir.org/pubs/reports/pub120/contents.html>.

9.6 Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd.¹⁴⁸ Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a net total of approximately 28,833 gallons of wastewater per day (or 0.029 mgd). This total takes credit for removal of the existing uses. This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

Table 9-5
Project Estimated Wastewater Generation

Land Use	Size	Rates ¹	Total (gpd)
Existing Uses (removed)			
Commercial	32,995 sf	50 gallons / 1,000 sf	(1,650)
Proposed Uses			
Residential – Studio	23 units	75 gallons / unit	1,725
Residential – 1-bedroom	66 units	110 gallons / unit	7,260
Residential – 2-bedroom	39 units	150 gallons / unit	5,850
Restaurant (Take out)	1,946 sf	300 gallons / 1,000 sf	584
Restaurant (Fast food indoor)	50 seats	25 gallons / seat	1,250
Lobby space	2,036 sf	50 gallons / 1,000 sf	102
Amenity space	4,939 sf	50 gallons / 1,000 sf	247
Pool ²	1 pool	13,465	13,465
Proposed Total			30,483
Net Total			28,833
Note: sf = square feet; gpd = gallons per day			
¹ Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			
² The maximum daily pool water use is conservatively assumed to be filled in a single day and is therefore calculated to be the entire volume of the pool, in order to calculate the absolute maximum sewer demands that will be discharged to the public sewer system.			
Utilities Technical Memorandum, PSOMAS, September 13, 2022. Page 13.			

A Wastewater Services Information (WWSI) request was submitted to the City's Bureau of Sanitation (BOS) for discharging 100% of the Project's sewer flow to the 8-inch main line in McCormick Street to the east of the Project Site. The WWSI is a review that is performed by BOS to evaluate the existing sewer system and determine if there is adequate capacity to safely convey sewerage from proposed development projects. The WWSI was approved on August 17, 2022 for the Project's 28,833 gpd.¹⁴⁹

¹⁴⁸ <https://www.lacitysan.org/san/faces/wcnavexternalld/s-lsh-wwd-cw-p-hwrp?adf.ctrlstate=e9g2enwiy5&afLoop=2223629005130851#!>

¹⁴⁹ Utilities Technical Memorandum, PSOMAS, September 13, 2022. Page 14.

The sewer infrastructure in the vicinity of the Project includes an existing 18-inch line on Lankershim Boulevard and 8-inch line on McCormick Street in the rear of the building.¹⁵⁰ The sewage from the existing 8-inch line on McCormick Street feeds into an 18-inch line on Vineland Avenue before discharging into a 24-inch sewer line on Lankershim Boulevard.¹⁵¹

The half-full capacity of the 8-inch line on McCormick Street is 280,862 gpd. The Project's sewage generation is 28,833 gpd. This represents approximately 10.3% of the pipe's half-full capacity. Due to this, impacts on wastewater infrastructure would be less than significant.

With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project's projected 0.029 mgd generation.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served with respect to water treatment by the City's wastewater facilities.

9.7 Water Supply

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2015 Urban Water Management Plan to ensure that existing and projected water demand within its service area can be accommodated. According to the LADWP, for any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the 2015 Urban Water Management Plan.

As was shown in the Land Use analysis of this Categorical Exemption, the Project would be consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822¹⁵² and in the LAGBC¹⁵³ to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project.

The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 AFY in 2025 (average weather year).¹⁵⁴ The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045

¹⁵⁰ Navigate LA, (Sewer Information layer) Layer: <http://navigatela.lacity.org/navigatela/>

¹⁵¹ [Utilities Technical Memorandum](#), PSOMAS, September 13, 2022. Appendix Wastewater Service Information, August 17, 2022.

¹⁵² <http://clkrep.lacity.org/onlinedocs/2009/09-0510ord180822.pdf>

¹⁵³ <http://www.ladbs.org/forms-publications/forms/green-building>

¹⁵⁴ 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

RTP/SCS.¹⁵⁵ The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).¹⁵⁶

Neither the UWMP forecasts, nor the 2020-2045 RTP/SCS include parcel-level zoning and land use designation as an input. The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project will easily fit.

The LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

As shown on **Table 9-6**, the Project would demand a net total of approximately 16,687, gallons of water per day (or 0.017 mgd). This total takes credit for removal of the existing uses. This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project's projected demand for treatment of 0.01 mgd.

LADWP anticipates that it would be able to provide the domestic needs of the Project from the existing water system. The Project Site would be served by a 12-inch diameter cast iron water main.¹⁵⁷

A water will serve letter was issued by LADWP on August 26, 2020 confirming that the Project can be supplied with water.¹⁵⁸ Domestic water is expected to be the main contributor of water consumption for the Project, however, fire water demands will create a much greater immediate impact on the water network. Therefore, this is the primary means for analyzing infrastructure capacity. Conservative analysis for both fire suppression and domestic water flows has been completed by LADWP for the Project as part of the IFFAR and SAR, respectively. These are referenced in Section 9.1 above.

Therefore, no Project impacts related to water supply or treatment would occur and the Project would be adequately served with respect to water supply and treatment by existing LADWP facilities.

¹⁵⁵ 2020 Urban Water Management Plan, Los Angeles, page 1-5.

¹⁵⁶ SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.

¹⁵⁷ Water Response, Los Angeles Department of Water and Power, October 1, 2021.

¹⁵⁸ Utilities Technical Memorandum, PSOMAS, September 13, 2022. Page 9.

**Table 9-6
Project Estimated Water Demand**

Land Use	Size	Rates ¹	Total (gpd)
Existing Uses (removed)			
Commercial	32,995 sf	50 gallons / 1,000 sf	(1,650)
Proposed Uses			
Residential – Studio	23 units	75 gallons / unit	1,725
Residential – 1-bedroom	66 units	110 gallons / unit	7,260
Residential – 2-bedroom	39 units	150 gallons / unit	5,850
Restaurant (Take out)	1,946 sf	300 gallons / 1,000 sf	584
Restaurant (Fast food indoor)	50 seats	25 gallons / seat	1,250
Lobby space	2,036 sf	50 gallons / 1,000 sf	102
Amenity space	4,939 sf	50 gallons / 1,000 sf	247
Pool ²	1 pool	13,465	37
Landscape Irrigation ³	-	-	1,282
Proposed Total			18,337
Net Total			16,687
<p>Note: sf = square feet; gpd = gallons per day ¹ Wastewater generation is assumed to equal water consumption. Per the LADWP: “For estimating a project’s indoor water demand, we use applicable sewer generation factors (sgf).” Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. ² The average daily pool water use is calculated using the volume of the pool and dividing that by 365, assuming that the pool is refilled once a year for maintenance. ³ The average daily flow was based on assuming that irrigation conservatively is 10% of the total Project’s water use. Utilities Technical Memorandum, PSOMAS, September 13, 2022. Page 10.</p>			

9.8 Solid Waste

9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.¹⁵⁹ Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.¹⁶⁰

Based on the information provided in the 2020 Countywide Integrated Waste Management Plan Annual Report, the remaining disposal capacity for the County’s Class III landfills is estimated at approximately 142.67 million tons.¹⁶¹

¹⁵⁹ Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

¹⁶⁰ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁶¹ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

In 2020, approximately 6.019 million tons of solid waste were disposed of at the County’s Class III landfills, 0.244 million tons of inert waste at the County’s inert landfill, and 0.338 million tons at transformation facilities.¹⁶²

Of the remaining Class III landfill capacity in the County, approximately 74.13 million tons are available to the City.¹⁶³

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

The 2020 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 154.1 million tons in 2031, will exceed the 2020 remaining permitted Class III landfill capacity of 142.67 million tons.

The County’s unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 64.64 million tons. In 2020, approximately 0.244 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 25 years.¹⁶⁴ Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City’s Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County’s Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.¹⁶⁵ The 3.3 million tons of solid waste accounts for approximately 4.4 percent of the total remaining capacity (74.13 million tons) for the County’s Class III landfills open to the City.¹⁶⁶

¹⁶² County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁶³ Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its watershed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility’s watershed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

¹⁶⁴ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁶⁵ These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City

¹⁶⁶ $3.3 \text{ million tons} \div 74.13 \text{ million tons} \times 100\% = 4.4\%$.

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,839 tons.

Table 9-7
Landfill Capacity

Landfill Facility	2020 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills (Open to the City)					
Antelope Valley	2,468	5,548	3,080	10.18	9
Lancaster	402	5,100	4,698	9.87	21
Sunshine Canyon	8,039	12,100	4,061	54.08	17
Total	10,909	22,748	11,839	74	
Inert Landfill (Open to the City)					
Azusa	1,032	8,000	6,968	64.64	25
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4# , accessed April 20, 2022.					

9.8.2 Project Impacts

9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 2,891 tons of construction and demolition waste, not accounting for any mandatory recycling. For a conservative approach, the modeling included the demolition of the existing building.

Table 9-8
Project Estimated Demolition and Construction Waste Generation

Building	Size	Rate	Total (tons)
Demolition Waste			
Residential	0 sf	127 pounds / sf	0
Non-residential	32,995 sf	158 pounds / sf	2,607
Asphalt	0 sf	75 pounds / sf	0
Construction Waste			
Residential	124,192 sf	4.39 pounds / sf	273
Non-residential	5,000 sf	4.34 pounds / sf	11
Total			2,891
Over the entire total schedule of construction. Numbers have been rounded. sf = square feet, 1 ton = 2,000 lbs U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts 1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick. Table: CAJA Environmental Services, September 2022.			

Pursuant to the requirements of Senate Bill 1374¹⁶⁷, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 331 tons per year of solid waste. This total does not take credit for removal of the existing uses.

Table 9-9
Project Estimated Solid Waste Generation

Land Use	Size	Rates	Total (Tons per year)
Residential	128 units	2.23 tons / unit	286
Retail	15 employees	2.98 tons / employee	45
Total			331

Note: 1 ton = 2,000 pounds.

Los Angeles Unified School District, 2022 Developer Fee Justification Study, March 2022, Table 14.

Neighborhood Shopping Center land uses, which is 369 sf per employee.

Standard Commercial Office land uses, which is 209 sf per employee.

Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year).

Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002.

Table: CAJA Environmental Services, May 2022.

The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.¹⁶⁸

¹⁶⁷ <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374>

¹⁶⁸ The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAN 2019. <https://plan.lamayor.org/sites/default/files/pLAN2019final.pdf>, accessed August 2, 2021.

The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.0004 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.¹⁶⁹

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would be adequately served with respect to solid waste disposal by existing facilities.

9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

¹⁶⁹ (331 tons per year / 74.13 million tons per year) x 100 = ~0.0004%

10 Guideline 15300.2. Exceptions: (a) Location.

Under CEQA, Categorical 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 in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] 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.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact.

Under CEQA, all Categorical Exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

In order to evaluate cumulative impacts of successive projects, the Transportation Assessment identified 30 projects proposed, under construction, or recently built within a 0.5-mile radius (the Related Projects). **Table 11-1** summarizes the land uses for the Related Projects, including:

- 3,497 residential units
- 171 hotel rooms
- 116,680 square feet of retail
- 565,912 square feet of office
- 530 students in schools

All 30 of these Related Projects were evaluated in the Transportation Assessment to evaluate cumulative traffic impacts.

The following six Related Projects are all within 1,000 feet of the Project Site and are the nearest Related Projects:¹⁷⁰

- No. 1, 11126 Chandler Boulevard, is located 600 feet northeast of the Site. The development (The Weddington Apartments) has completed construction and is operational as of 2021.
- No. 3, 11120 Chandler Boulevard, is located 620 feet northeast of the Site. The development has completed construction and is operational as of 2020.
- No. 9, 5107 Lankershim Boulevard located, 765 feet south of the Project Site. The development has completed construction and is operational as of 2021.
- No. 11, 11106 Hartsook Avenue, located 890 feet southeast of the Project Site. The development has completed construction and is operational as of 2021.
- No. 20, 5360 Lankershim Boulevard, District NoHo includes four parcels around the Metro B and G Line Stations. The nearest component of the development to the Site is along Block 8 (southwest corner of Lankershim Boulevard and Chandler Boulevard), 425 feet northwest of the Site. This component would include a 22-story office building with restaurant and retail uses.¹⁷¹ The development is in the environmental clearance phase before entitlement and construction.

¹⁷⁰ Armen Hovanessian Transportation Consulting, Transportation Assessment, July 28, 2022.

¹⁷¹ District NoHo Project, ENV-2019-7241-EIR. The Draft EIR was released on April 7, 2022. The Final EIR has not yet been released.

- No. 23, 5300 Tujunga Boulevard, located 850 feet northwest of the Site. The development remains a health clinic and no changes are proposed.

The other Related Projects (Nos. 2, 4-8, 10, 12-19, 21-22, and 24-30) are more than 1,000 feet from the Project Site and have intervening buildings and major roadways between them and the Project Site. These distances and intervening uses ensure that these project's localized impacts would not combine with the Project.

As noted above, five of these Related Projects (Nos. 1, 3, 9, 11, and 23) are already built and would not contribute to cumulative construction-related emissions in the local area. Further, each Related Project would be subject to its own CEQA analysis to evaluate potential impacts and provide mitigation measures where appropriate.

Therefore, only the nearest Related Project (No. 20) was considered for purposes of the noise cumulative construction noise analysis.

**Table 11-1
Related Projects Land Uses**

#	Address	Use	Quantity
1	11126 Chandler Boulevard (New NoHo Artwalk)	Residential	220 units
		Retail	9,400 sf
		Office (removed)	-31,500
		Retail (removed)	-2,500
2	4832 Tujunga Avenue (Wesley School)	School	-
3	11120 Chandler Boulevard (The Weddington)	Residential	324 units
4	5500 Klump Avenue	Residential	84 units
5	5513 Case Avenue	Residential	90 units
6	11405 Chandler Boulevard (NoHo San Marino)	Residential	82 units
7	11600 Magnolia Boulevard	School	530 students
8	11011 Otsego Street	Residential	144 units
9	5107 Lankershim Boulevard (NoHo Millennium)	Residential	297 units
10	5508 Fulcher Avenue	Residential	46 units
11	11106 Hartsook Street	Residential	61 units
12	5401 Lankershim Boulevard	Residential	127 units
		Retail	14,500 sf
		Office	1,918 sf
13	11443 Riverside Drive	Residential	29 units
14	11433 Alebers Street	Residential	59 units
15	11525 Chandler Boulevard	Residential	60 units
16	11311 Camarillo Street	Residential	30 units
		Retail	3,000 sf
17	10821 Magnolia Boulevard	Residential	40 units
		Retail	4,130 sf
18	5610 Camellia	Residential	62 units
19	11416 Burbank Boulevard	Residential	75 units
20	5360 Lankershim Boulevard (District NoHo)	Residential	400 units
		Office	91,345 sf
		Retail	2,575 sf
		Other	1,227 sf
		Other	13,024 sf

**Table 11-1
Related Projects Land Uses**

		Office	488,320 sf
		Other	18,942 sf
		Residential	151 units
		Residential	194 units
		Retail	12,425 sf
		Other	13,325 sf
		Residential	160 units
		Residential	309 units
		Retail	10,507 sf
		Other	7,985 sf
		Office	709 sf
		Retail	1,643 sf
		Other	6,497 sf
21	5041 Lankershim Boulevard (Lankershim Hotel)	Hotel	171 rooms
22	5444 Vineland Avenue	Office	15,120 sf
23	5300 Tujunga Avenue (NH Health Clinic)	Health Clinic	-
24	5057 Klump Avenue	Residential	94 units
25	5067 Bakman	Residential	25 units
26	5317 Satsuma	Residential	24 units
27	5525 Case	Residential	100 units
28	5553 Tujunga Avenue	Residential	30 units
29	10951 Morrison	Residential	139 units
30	11029 Hartsook	Residential	41 units
Transportation Assessment, Armen Hovanesian Transportation Consulting, July 28, 2022.			

11.1 Transportation

11.1.1 Plan Consistency

The Project and all the Related Projects would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined in its adopted programs, plans, ordinances, or policies. Furthermore, each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City of Los Angeles, including a check for their consistency with applicable policies. Therefore, the Project, together with the Related Projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

11.1.2 VMT

Per cumulative impact methodology, projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS. Therefore, the Project would not cause a cumulative significant impact.

11.1.3 Geometric Design Hazards

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. There are no identified Related Projects proposed with access points along the same block as the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

11.2 Noise

11.2.1 Construction

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between.

There are six Related Projects within 1,000 feet of the Project, as identified above.¹⁷² As noted above, three of these Related Projects (Nos. 3, 9, 11) are already built and would not contribute to cumulative impacts in the local area. Therefore, this analysis includes the three remaining Related Projects within 1,000 feet of the Project, namely Related Projects Nos. 1, 20, and 23.

As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible for each individual Related Project through compliance with the noise ordinance.

As illustrated in **Table 11-2**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant Related Projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site in the event of concurrent construction activities with Related Projects.

Other concurrent construction activities from the three nearest Related Projects (Nos. 1, 20, and 23) can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any Related project(s) were to utilize the same roadways as the Project construction traffic. Cumulative development would have to more than double traffic volumes on existing streets in order to increase ambient noise levels by 3 dBA. These volumes are not anticipated given the anticipated distribution of Related Project construction trips.

¹⁷² Armen Hovanesian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

**Table 11-2
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant ?
Lankershim Elementary School	46.0	58.0	58.3	0.3	No
Lofts at Noho Commons	44.1	59.3	59.4	0.1	No
Kaiser Permanente North Hollywood	60.5	64.9	66.2	1.3	No
Residences – 5225 Blakeslee Ave.	54.1	65.2	65.5	0.3	No
Saban Media Center	61.9	65.2	66.9	1.7	No
Television Academy	66.0	64.9	68.5	3.6	No
* Includes Project traffic on local driveway, outdoor mechanical equipment, outdoor noise sources. See Technical Appendix for inventory of sources. Source: DKA Planning, 2022.					

The Project would contribute up to 158 peak hourly PCE vehicle trips during the building construction phase, assuming all workers travel to the worksite at the same time. This would represent about 16.8 percent of traffic volumes on Lankershim Boulevard, which carries about 940 vehicles at Magnolia Boulevard in the A.M. peak hour and 1,241 vehicles in the P.M. peak hour.¹⁷³ Any Related Projects would have to add 782 peak hour vehicles trips to double volumes on Lankershim Boulevard at Magnolia Avenue. This would be almost five times the amount of construction traffic as the Project.

The construction of the three nearest Related Projects (Nos. 1, 20, and 23) is unlikely to substantially add traffic volumes on Lankershim Boulevard south of the Project Site, as they are located north of the Project Site. Instead, one or more Related Projects may rely on Lankershim Boulevard to the north of the Project Site to access Burbank Boulevard:

- 11126 Chandler Boulevard is 600 feet northeast of the Project Site. Construction traffic and haul trucks would use either Magnolia Boulevard or Burbank Boulevard to access the Hollywood Freeway.
- 5360 Lankershim Boulevard, 760 feet north of the Project Site. This mixed-use development at the Metro North Hollywood station would likely travel north on Lankershim to access Burbank Boulevard and the Hollywood Freeway. In that case, this project would not contribute to cumulative traffic volumes on Lankershim Boulevard to the south.
- 5300 Tujunga Avenue, 850 feet west of the Project Site. This location is south of Chandler and more likely to use Magnolia Boulevard via Tujunga Avenue southbound.

Based on this analysis, the likelihood that one to three of these Related Projects would add five times the construction vehicle traffic volumes as the Project is highly unlikely. This cumulative traffic would be needed simply to elevate ambient noise levels by 3 dBA L_{eq} and still fall short of the 5 dBA L_{eq} threshold of significance. As such, cumulative noise due to construction truck traffic

¹⁷³ Armen Hovanesian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

from the Project and Related Projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA.

As such, cumulative noise impacts from off-site construction would be less than significant.

11.2.2 Operation

The Project Site and North Hollywood neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel.

The three nearest Related Projects (Nos. 1, 20, and 23) within 1,000 feet of the Project Site are residential and/or mixed-use in nature and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

The presence of intervening multi-story buildings along Lankershim Boulevard, Chandler Boulevard, and the neighborhoods that flank it will generally shield noise impacts from one or more Related Projects that may generate operational noise. However, each project would produce traffic volumes that are capable of generating roadway noise impacts. The potential cumulative noise impacts associated with on-site and off-site noise sources are addressed below.

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from Related Projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Lankershim Boulevard, Chandler Boulevard, and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and Related Projects would be less than significant.

The Project would reduce 1,056 daily vehicle trips from Lankershim Boulevard and other local roadways. The three nearest Related Projects (Nos. 1, 20, and 23) within 1,000 feet of the Project Site are projected to generate about 1,930 additional vehicle trips in the P.M. peak hour and 1,807 in the A.M. peak hour.¹⁷⁴

- 11126 Chandler Boulevard. This project would add 63 P.M. and 40 A.M. peak hour trips.
- 5360 Lankershim Boulevard. This multi-phase project would add 1,755 P.M. and 1,654 A.M. peak hour trips.
- 5300 Tujunga Avenue. This project would generate 112 P.M. and 113 A.M. peak hour trips.

When combined with the Project, the three nearest Related Projects (Nos. 1, 20, and 23) within 1,000 feet of the Project Site could add up to 1,711 P.M. peak hourly vehicle trips onto local

¹⁷⁴ Armen Hovanessian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

roadways. This level of traffic could more than double existing volumes on Lankershim Boulevard, which carries about 940 vehicles at Magnolia Boulevard in the A.M. peak hour and 1,241 vehicles in the P.M. peak hour.¹⁷⁵ While this could elevate noise levels by more than 5 dBA CNEL, the Project would reduce P.M. peak hour traffic by 219 vehicles and only add 17 A.M. peak hour vehicles. These would not be cumulatively considerable.

As such, the Project would not substantially contribute to cumulative traffic noise impacts from cumulative development in the vicinity of the Project Site. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

11.3 Air Quality

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.¹⁷⁶ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

11.3.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Each Related Project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each Related Project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

11.3.2 Construction

A cumulatively considerable net increase would occur if the Project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. If any Related Project were to undertake construction concurrently with the Project, localized CO, PM_{2.5}, PM₁₀, and NO₂ concentrations would be further increased. An expanded discussion of cumulative impacts is included later in this technical report. However, the application of LST thresholds to this Project would help ensure

¹⁷⁵ Armen Hovanessian Transportation Consulting, [Transportation Assessment](#), July 28, 2022.

¹⁷⁶ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

that it does not produce localized hotspots of CO, PM_{2.5}, PM₁₀, and NO₂. Any Related Projects that would exceed LST thresholds (after mitigation) could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that double with every doubling of distance.

There is an existing regional cumulative impact associated with O₃, NO₂, PM₁₀, and PM_{2.5} because the Basin is designated as a State and/or federal nonattainment air basin for these pollutants. However, an individual Project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. As discussed above, construction and operational emissions would not exceed any applicable SCAQMD thresholds of significance.

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.¹⁷⁷ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in **Table 7-6**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any Related Project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each Related Project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each Related Project would not result in a long-term substantial source of TAC emissions.

¹⁷⁷ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

11.3.3 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor the Related Projects (which would be largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and any Related Projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and Related Projects would not result in a cumulative impact requiring further evaluation. However, the Related Projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

As for cumulative operational impacts, the proposed land uses would not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants. As shown in **Table 7-7**, Project operational daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance, the Project's contribution to cumulative operation-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

11.4 Water Quality

The Project Site and all Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.

Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with all Related Projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

11.5.2 Police Protection

The Project, in combination with all Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

11.5.3 Schools

The Project, in combination with all Related Projects, is expected to result in a cumulative increase in the demand for school services. However, similar to the Project, the applicants of all the Related Projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

11.5.4 Parks

The Project, in combination with all Related Projects, could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore, these project-generated employees would not contribute to the future demand on park and recreational facility services.

The applicants of Related Projects with residential components would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

11.5.5 Other Public Facilities

Given the geographic range of all Related Projects, they would be served by a variety of libraries.¹⁷⁸ Development of the Related Projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

11.6 Utilities

11.6.1 Wastewater

Implementation of the Project combined with all Related Projects will increase the generation for wastewater treatment, as shown in **Table 11-3**. The remaining treatment capacity of the HTP (175 mgd) will accommodate the wastewater treatment requirements of the Related Projects. The cumulative generation will create the need for 0.37 percent of the remaining capacity of the HTP, and not result in any significant impacts related to sewer treatment.

No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that

¹⁷⁸ LAPL Locations: <http://www.lapl.org/branches>

any subsequent projects will significantly impact remaining capacity. Therefore, the cumulative wastewater impact from successive projects of the same type in the same place over time will not be significant.

**Table 11-3
Project + Related Projects Estimated Wastewater Generation**

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	3,497 units	150 gallons / unit	524,550
Retail	116,680 sf	50 gallons / 1,000 sf	5,834
Office	565,912 sf	120 gallons / 1,000 sf	67,909
Hotel	171 rooms	120 gallons / room	20,520
School	530 students	11 gallons / student	5,830
Related Projects Total			624,643
Project Total			28,833
Cumulative Total			653,476
gpd = gallons per day			
Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

11.6.2 Water

Implementation of the Project combined with all Related Projects will result in a net increase in water consumption within LADWP's service area, as shown in **Table 11-4**. Similar to the Project, the water supply needs of those Related Projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.¹⁷⁹ However, the applicants of all projects within LADWP's service area will be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each Related Projects.

Larger developments (e.g., residential projects with 500 or more units) will also be required to prepare and obtain approval of a Water Supply Assessment from LADWP.

In addition, the Project will use a small fraction of one percent of the remaining capacity of the LAAFP, and, therefore, will not result in any significant impacts related to water treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. As such, the cumulative water impact of successive projects of the same type in the same place over time will not be significant.

**Table 11-4
Project + Related Projects Estimated Water Demand**

Land Use	Total Size	Rate	Water (gpd)
Residential	3,497 units	150 gallons / unit	524,550
Retail	116,680 sf	50 gallons / 1,000 sf	5,834
Office	565,912 sf	120 gallons / 1,000 sf	67,909
Hotel	171 rooms	120 gallons / room	20,520
School	530 students	11 gallons / student	5,830

¹⁷⁹ LADWP, UWMP, 2020, page II-20: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln;jsessionid=0LnWhxdVj2Jjg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

Table 11-4
Project + Related Projects Estimated Water Demand

Related Projects Total	624,643
Project Total	16,687
Cumulative Total	641,330
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.	

11.6.3 Solid Waste

Implementation of the Project combined with all Related Projects will increase the need for landfill capacity, as shown in **Table 11-5**. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity. As discussed previously, the landfills serving the Project area have more than adequate capacity to accommodate the Project. Therefore, cumulative solid waste impact from successive projects of the same type in the same place over time will not be significant.

Table 11-5
Project + Related Projects Estimated Solid Waste Generation

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	3,497 units	2.23 tons / unit	7,798
Retail	116,680 sf	0.91 / 1,000 sf	106
Office	565,912 sf	1.095 / 1,000 sf	620
Hotel	171 rooms	0.73 / room	125
Student	530 students	0.18 / student	95
Related Projects Total			8,744
Project Total			331
Cumulative Total			9,075
1 ton = 2,000 pounds; 1 year = 365 days https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates			

The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and, therefore, cumulative impacts will be less than significant.

11.7 Conclusion

Therefore, there are no cumulative significant impacts, and this exception does not apply to the Project.

12 Guideline 15300.2. Exceptions: (c) Significant Effect.

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This section is based on the following items, included as **Appendix G** of this CE:

G-1 Geotechnical Engineering Investigation, Geotechnologies, Inc., December 15, 2021.

G-2 Approval Letter, Los Angeles Department of Building and Safety. January 20, 2022.

12.1 Introduction

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity. The Project Site is in an area that is highly urbanized, currently fully developed with commercial uses, and flat. There are no unusual circumstances related to the development of the Project's uses at this location. The Project will be required to comply with all applicable regulatory measures.

The overall mass and scale of the building is compatible with the surrounding built environment, which includes the following buildings around the Project Site:

- 8-story office/medical office building at 5250 Lankershim Boulevard, 25 feet north of the Site
- 4-story multi-family residential building, 11179 Weddington Street, 215 feet north of the Site
- 5-story parking structure at 11144 Weddington Street, 100 feet northwest of the Site
- 8-story office building at 5200 Lankershim Boulevard, 100 feet south of the Site
- 4-story office building at 5161 Lankershim Boulevard, 385 feet south of the Site

In addition, the proposed NoHo District development around the Metro B Line Station includes a mix of mid-rise 7-story buildings and high-rise 10-28 story buildings.¹⁸⁰

12.2 Unusual Circumstances

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The Project Site is not located in a designated significant ecological area¹⁸¹ or other overlay that would denote special circumstances.

¹⁸⁰ CPC-2019-7239-GPAJ-VZCJ-HD-SP-SN-BL, ENV-2019-724-EIR.

¹⁸¹ NavigateLA, Special Areas layer: <https://navigatea.lacity.org/navigatea/>

12.3 Methane

The Site is not within a Methane Zone.¹⁸²

12.4 Oil and Gas Fields

The Site is not within the limits of the LA City oil field.¹⁸³ The closest mapped oil well is the Pacoima Oil Field approximately 6.6 miles northwest of the Site.¹⁸⁴

According to a review of the California Department of Geological Energy Management (CalGEM) map, the nearest oil well is identified as API 0403705314, and located 2,575 feet northwest of the Site near the intersection of Chandler Boulevard and the I-170 Freeway.¹⁸⁵

12.5 Geotechnical Considerations

According to the California Department of Conservation, the Project Site is:¹⁸⁶

- not within an earthquake fault zone
- within a liquefaction zone
- not within a landslide zone

Further, the State of California Seismic Hazard Zone Map for the Burbank indicates that the site is located within an area identified as having a potential for liquefaction. Also, according to the Los Angeles County Safety Element, the site is located within an area identified as having a potential for liquefaction.

The Geotechnical Engineering Investigation conducted a liquefaction analysis. Based on the site-specific liquefaction analysis, the Site soils are not considered prone to liquefaction during the design-based earthquake. The enclosed liquefaction analysis is based on a design groundwater level of 10 feet. Because it is recommended that stormwater infiltration occurs below a depth of 20 feet below the subterranean subgrade, on-site stormwater infiltration will not increase the potential for liquefaction.¹⁸⁷

The Project will comply with design criteria provided in the Geotechnical Engineering Investigation including the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss).

¹⁸² <http://zimas.lacity.org>, accessed August 2, 2021.

¹⁸³ Geotechnical, Oil/Gas Fields layer, <https://navigatela.lacity.org/navigatela/>, accessed August 2, 2021.

¹⁸⁴ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.35524/34.02773/14>, accessed August 2, 2021.

¹⁸⁵ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.36887/34.16208/15>, accessed August 2, 2021.

¹⁸⁶ California Department of Conservation: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed August 2, 2021.

¹⁸⁷ Geotechnical Engineering Investigation, Geotechnologies, Inc., December 15, 2021.

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS. The Geotechnical Engineering Investigation was reviewed and approved by LADBS.¹⁸⁸

12.6 Conclusion

Therefore, there are no unusual circumstances that may result in any significant environmental effects, and this exception does not apply to the Project.

¹⁸⁸ Approval Letter, Los Angeles Department of Building and Safety. January 20, 2022.

13 Guideline 15300.2. Exceptions: (d) Scenic Highways.

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. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception applies only to projects within a designated state scenic highway. The closest officially designated state scenic highways are:¹⁸⁹

- State Route 27, Topanga Canyon Boulevard, from Mulholland Highway to Pacific Coast Highway. This is 16 miles west of the Site.
- State Route 2, Angeles Crest Highway, from 3 miles north of I-210 in La Canada to the San Bernardino County Line. This is 15.2 miles northeast of the Site.

The Project Site is not located within or along a designated scenic highway, corridor, or parkway.¹⁹⁰ Lankershim Boulevard is not designated scenic highways in the area around the Project Site.¹⁹¹

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

¹⁸⁹ Caltrans State Scenic Highways Map: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed May 4, 2022.

¹⁹⁰ California Scenic Highway Mapping Systems: <http://www.dot.ca.gov/hq/LandArch/scenichighways/index.htm>

¹⁹¹ Mobility Element 2035: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites.

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

This section is based on the following items, included as **Appendix H** of this CE:

H-1 Phase I Environmental Site Assessment, California Environmental, May 2021.

H-2 Phase II Sub-slab Soil Gas Screening Survey, California Environmental, April 12, 2021.

14.1 Cortese List

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the “Cortese List,” database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.¹⁹²

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted UST (Underground Storage Tanks) facilities, monitoring wells, or California Department of Toxic Substance Control (DTSC) cleanup sites or hazardous materials permits on the Project Site.¹⁹³

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.¹⁹⁴

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.¹⁹⁵

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.¹⁹⁶

The Phase I indicated that the Site is not listed on any of the regulatory databases researched.

¹⁹² California Department of Toxic Substance Control, EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>.

¹⁹³ California State Water Resources Control Board, GeoTracker, website: <http://geotracker.waterboards.ca.gov/map>.

¹⁹⁴ California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>

¹⁹⁵ California Environmental Protection Agency, Cortese List Data Resources, List of “Active” CDO and CAO from Water Board, website: <http://www.calepa.ca.gov/sitecleanup/corteselist/>.

¹⁹⁶ California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>

No recognized environmental conditions (RECs), historical recognized environmental conditions (HREC), or controlled recognized environmental conditions (CRECs) were identified in connection with the Site.

14.2 Site History

According to the City, a Phase I Environmental Site Assessment (ESA) may be required if the project site was previously developed with a dry cleaning, auto repair, gasoline station, industrial/manufacturing use, or other similar type of use that may have resulted in site contamination.¹⁹⁷

The current street address for the property is 5240 Lankershim Boulevard. Historical addresses for the subject property include 5234-5256 Lankershim Boulevard. A Certificate of Occupancy indicates the southern parcel (5236 Lankershim Boulevard) was occupied by an auto garage/auto repair facility in 1940. A permit for new construction indicates a new store was built on the middle parcel (5244-5252 Lankershim Boulevard) in 1948. Building permits indicate that all of the structures were demolished in 1987. The Los Angeles County Office of the Assessor database lists the date of construction for the currently existing onsite structure as 2011.¹⁹⁸

A Phase II was implemented following the identification of former automotive repair shops on the Site. The Phase I recommended sub-slab soil gas sampling in the vicinity of the former automotive repair shops to identify potential volatile organic compounds commonly associated with the former onsite activities. Sub-slab soil gas sampling.

The future vapor intrusion (VI) potential of VOCs detected in soil gas was evaluated utilizing the methods described in the Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air (2011 VI Guidance) document prepared by DTSC and adopted by the State of California in 2011; including the updated methods outlined in the Draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion (2020 Supplemental Guidance) document prepared by DTSC and California State Water Resources Control Board in 2020, which is currently out for public comment, but has not been adopted by the State of California. The 2020 Supplemental Guidance document states, “the point of departure for risk management decisions are 1×10^{-6} cancer risk.” The site-specific calculated IA risk values place the Site in the risk management range of 10-7 to 10-11. Therefore, no response action is necessary and no further assessment is recommended.¹⁹⁹

14.3 Conclusion

Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exemption does not apply to the Project.

¹⁹⁷ City of Los Angeles, Class 32 Special Requirement Criteria: <https://planning.lacity.org/odocument/ad70d15e-11b8-49ef-aba3-b168f670a576/Class%2032%20Categorical%20Exemption.pdf>

¹⁹⁸ [Phase I Environmental Site Assessment](#), California Environmental, May 2021.

¹⁹⁹ [Phase II Sub-slab Soil Gas Screening Survey](#), California Environmental, April 12, 2021.

15 Guideline 15300.2. Exceptions: (f) Historical Resources.

A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

This section is based on the following item, included as **Appendix I** of this CE:

I Historic Memorandum, Teresa Grimes Historic Preservation, July 16, 2021.

15.1 Existing Setting

The Site is not subject to a Historic Preservation Review,²⁰⁰ not listed in HistoricPlacesLA,²⁰¹ and not listed in SurveyLA.²⁰²

The Project Site is not currently listed under national, state, or local landmark or historic district programs. Additionally, it has not been identified in any previous historic resource surveys of the area including SurveyLA, the citywide historic resources survey of Los Angeles. Constructed in 2011, the building on the Project Site is not old enough to warrant evaluation as a potential historical resource.²⁰³

The State Office of Historic Preservation (SOHP) encourages the collection of information about properties that may become eligible for listing in the National Register or California Register within the planning period for a development project. Generally, a property must be 50 years of age to be eligible for listing in the National and California Registers, so SOHP recommends the evaluation of properties over 45 years of age as potential historical resources. The 45-year benchmark recognizes that there may be as much as a five-year lag between the identification of historical resources and the date planning decisions are made.²⁰⁴

Research revealed two properties in the vicinity, the El Portal Theater and Phil's Diner.

- El Portal Theater is located at 5267-71 Lankershim Boulevard, approximately 200 feet northwest of the Project Site. The property was formally determined eligible for listing in the National Register in 1984 and again in 1994 through the Section 106 review process. As a result of this determination, the property was automatically listed in the California Register. It is designated by the City of Los Angeles as Historic-Cultural Monument No. 573.
- Phil's Diner was originally located at 11138 Chandler Boulevard and was formally determined

²⁰⁰ <http://zimas.lacity.org>, accessed June 28, 2021.

²⁰¹ The Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, is managed and maintained by the Los Angeles Office of Historic Resources (OHR). It includes properties designated as Los Angeles Historic-Cultural Monuments (HCM) or located within designated Historic Preservation Overlay Zones (HPOZ). <http://historicplacesla.org/map>, accessed June 28, 2021.

²⁰² The findings of SurveyLA, the citywide historic resource survey of Los Angeles, are also included in HistoricPlacesLA.org as well as individual survey reports for each Community Plan Area (CPA). SurveyLA, Hollywood: <https://planning.lacity.org/preservation-design/survey-la-results-hollywood>, accessed May 19, 2021.

²⁰³ Historic Memorandum, Teresa Grimes Historic Preservation, July 16, 2021.

²⁰⁴ Instructions for Recording Historical Resources (Sacramento: Office of Historic Preservation, March 1999), 2.

eligible for listing in the National Register in 1984 through the Section 106 review process. As a result of this determination, the property was automatically listed in the California Register. It was relocated to its current location at 5230 Lankershim Blvd., immediately adjacent to the Project Site.

15.2 Direct Impacts

The Project has no potential to directly impact the two historical resources in the vicinity: El Portal Theater and Phil's Diner. These two resources are not a part of the Project and would not be demolished, destroyed, relocated, or altered in any way as a result of the Project.

15.3 Indirect Impacts

The Site is adjacent to a building (originally Phil's Diner) that is a potential historic resource under consideration by the City and approximately 200 feet from Cultural Heritage Monument No. 573 (El Portal Theater).²⁰⁵ Although the Project would introduce a new visual feature to the larger setting of the historical resources, it would have no indirect impact.

The proposed building would replace an existing commercial building. The existing building contains a movie theater and is 33 feet in height, while the Project is 7 stories and 92 feet (excluding allowed projections). The proposed building would be taller than the existing building; however, it would be comparable in height to the adjacent 8 story medical building to the north and the 8-story office building to the south across Academy Way. In the case of El Portal Theater, the larger setting has already been altered and in the case of Phil's Diner, the larger setting is non-original because the resource was relocated. The existing physical integrity and character-defining features of Phil's Diner and El Portal Theater would remain intact. At the conclusion of the Project, Phil's Diner would remain eligible for listing under national and state landmark programs.²⁰⁶

15.3 Conclusion

The Project would not result in a direct or indirect impact on historical resources. There are no historical resources on the Project Site but there are two in the vicinity: El Portal Theater and Phil's Diner. The Project would not materially impair the integrity of these historical resources.

Therefore, this exception does not apply to the Project.

²⁰⁵ ZIMAS, <http://zimas.lacity.org>, Known as Phil's Diner, 5230 Lankershim, potential Los Angeles Historic-Cultural Monument. Phil's Diner was located at 11138 Chandler Boulevard and moved to its current location in 2010 and was formally determined eligible for listing in the National Register in 1984 through the Section 106 review process. As a result of this determination, the property was automatically listed in the California Register.

²⁰⁶ [Historic Memorandum](#), Teresa Grimes Historic Preservation, July 16, 2021.