



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

North Valley Area Planning Commission

Date:	February 4, 2021	Case No.:	APCNV-2020-3302-ZC
Time:	after 4:30 p.m.	CEQA No.:	ENV-2020-3303-MND
Place:	In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the APC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting apcnorthvalley@lacity.org	Incidental Cases:	N/A
		Council No.:	6 – Martinez
		Plan Area:	Mission Hills – Panorama City – North Hills
		Specific Plan:	None
		Certified NC:	Panorama City
		General Plan:	Neighborhood Office Commercial
		Current Zone:	[T][Q]C2-1VL
		Proposed Zone:	(T)(Q)C2-1VL
		Applicant:	Edmond Hagooli
		Representative:	Eric Lieberman, QES, Inc.
Public Hearing:	November 9, 2020		
Appeal Status:	Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part.		
Expiration Date:	February 5, 2021		
Multiple Approval:	No		

PROJECT

LOCATION: 14541 West Terra Bella Street (14505, 14515, and 14541 West Terra Bella Street, 14545, 14555, and 14557 North Van Nuys Boulevard, 9100, 9110, 9112, 9116, 9118, 9124, 9126, 9128, 9130, and 9132 North Van Nuys Boulevard, 14551 West Nordhoff Street)

PROPOSED PROJECT:

The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 163 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot.

REQUESTED ACTIONS:

1. Pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2020-3303-MND ("Mitigated Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT the Mitigated Negative Declaration;

2. Pursuant to Los Angeles Municipal Code Section 12.32-F, a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL.

RECOMMENDED ACTIONS:

1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2020-3303-MND ("Mitigated Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; and **ADOPT** the Mitigated Negative Declaration;
2. **Recommend** that the City Council **approve** a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL subject to the attached (T) and (Q) Conditions of Approval; and
3. **Adopt** the attached findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Esther Ahn
City Planner



Trevor Martin
Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 163 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot. The project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut.

The project site's existing zone designation of [T][Q]C2-1VL established by Ordinance No. 176116, imposes site specific conditions that limit the development on the site. In order to carry out the proposed building configuration on the subject property, the applicant is requesting a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL, effectively removing the permanent "Q" Qualified Conditions, as well as, any additional actions including, but not limited to, grading, excavation, and building permits.



Figure 1. Perspective rendering of project looking northwest from across Terra Bella Street.

Background

The subject property is a level, irregular-shaped, parcel of land comprised of five (5) contiguous lots approximately 119,502 square feet (approximately 2.74 acres) in size. The subject property has a street frontage of 596 feet along the northwesterly side of Terra Bella Street, 135 feet of frontage along the north side of Nordhoff Street, and approximately 300 feet of frontage along the east side of Van Nuys Boulevard.

The project site is currently developed with three single-story commercial buildings and a surface parking lot consisting of 234 vehicular parking spaces. The three commercial buildings are all single-story and include a 6,490 square-foot grocery store (Vallarta Supermarket) on the northwesterly corner, a 6,180 square-foot restaurant (La Sirenita) adjoining the grocery store to

the south, and an 11,570 square-foot movie theater building used as a church at the southwest corner of the site with additional commercial uses on the south side of the theater building fronting Nordhoff Street, which includes a check cashing business and another restaurant (Rincon Taurino). The site also contains a cell phone tower masked as a Pine Tree located at the upper northwesterly corner of the subject property. The project site has virtually no trees or vegetation with the exception of a small cluster of Ficus Trees near the cell phone tower. There are currently no street trees within the public right-of-way surrounding the subject property.

The subject property is zoned [Q]C2-1VL, [T][Q]C2-1VL, [T][Q]C2-1, and P-1VL and is located within the Mission Hills – Panorama City – North Hills Community Plan Area. The Community Plan Area Map designates the site for Neighborhood Office Commercial land uses, corresponding to the C1, C1.5, C2, C4, RAS3, RAS4, and P zones. The portion of the subject property zoned [Q]C2-1VL, established by Ordinance No. 164,750, has a permanent “Q” Qualified Condition that prohibits multi-family residential development, including hotels and motels, that exceed the density permitted in the RD1.5 Zone. The portion of the subject property zoned [Q]C2-1VL will not be rezoned under the Zone Change request, nor will the existing on-site commercial buildings be altered. The portion of the subject property zoned [T][Q]C2-1VL, established by Ordinance No. 176,116 (Case No. APCNV-2003-4385-ZC-CU) contains permanent “Q” Qualified Conditions requiring that proposed development conform to all provisions of the C2 Zone, that the development conform to all provisions of Commercial Corner Development requirements per LAMC Section 12.22. A.23, that the total building area not exceed 10,800 square feet, that the height of all buildings and structures not exceed 24 feet, and that a minimum of 186 vehicular parking spaces be provided on-site. In addition, the “Q” Qualified Conditions include specific design-related requirements for proposed development. The portion of the subject property zoned [T][Q]C2-1VL will be rezoned to (T)(Q)C2-1VL to accommodate the proposed commercial building. The two lots making up the northeastern half of the subject property are zoned [T][Q]C2-1 and developed with a surface parking lot. This portion of the site will not be rezoned but will undergo restriping of the parking lot, and construction of a new masonry wall along the site’s perimeter. In addition, the project proposes new landscaping along the perimeter and interior of the property, and the planting of new street trees to the satisfaction of Urban Forestry.

The project site is not located within the boundaries of or subject to any Specific Plan, Community Design Overlay, or Interim Control Ordinance. The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), a Los Angeles State Enterprise Zone (ZI-2374), and an Urban Agriculture Incentive Zone. The project site is not located within a Methane Buffer Zone, a BOE Special Grading Area, Hillside Area, the Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, a Very High Fire Hazard Severity Zone, Flood Zone, Landslide Zone, Liquefaction Zone, or Tsunami Inundation Zone. The project site is located within approximately 3.14 kilometers of the nearest fault zone (Northridge Fault).

Surrounding properties are within the [Q]C2-1VL, [Q]R3-1VL, RD2-1, RA-1, P-1VL, and (Q)P-1VL Zones and are characterized by level topography with fully improved streets. The adjoining property to the north is zoned [Q]C2-1VL and (Q)P-1VL and is developed with a two-story Child Development Center with a playground and surface parking lot. Adjoining the site to the northeast is an RD2-1 zoned property developed with a two-story apartment complex with a surface parking lot. Abutting the project site to the east, at the intersection of Wakefield Avenue and Terra Bella Street, is an RA-1 zoned property improved with a one-story single-family residence. The southeast abutting triangular-shaped parcel of land, across Terra Bella Street, is comprised of a [Q]C2-1VL zoned lot developed with a gas station, and a [Q]R3-1VL zoned lot developed with a two-story apartment complex. The property abutting the project site to the south, across Nordhoff Street, is zoned [Q]C2-1VL and P-VL and is developed with a shopping center (Vannord Center) consisting of a wide variety of commercial retail and restaurant uses, grocery stores, an urgent care clinic, professional services, an auto parts retail store, and a surface parking lot. The southwest abutting property, across the intersection of Van Nuys Boulevard and Nordhoff Street, is zoned [Q]C2-1VL and is improved with a single-story commercial corner development and surface parking lot. The development consists of commercial retail and restaurant uses, as well as professional services. Properties abutting the project site to the west, across Van Nuys Boulevard are zoned [Q]C2-1VL, and P-1VL, and RA-1 and are improved with a McDonald's restaurant and drive-thru at the corner of Van Nuys Boulevard and Nordhoff Street, and a north-adjoining public park (Tobias Avenue Park).

Streets and Circulation

Terra Bella Street, adjoining the subject property to the southeast, is a designated Local Street - Standard, dedicated to a right-of-way width of 60 feet and a roadway width of 36 feet and improved with asphalt roadway, concrete curb, and sidewalk.

Nordhoff Street, adjoining the subject property to the south, is a designated Boulevard II, dedicated to a right-of-way width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Van Nuys Boulevard, adjoining the subject property to the west, is a designated Boulevard II, dedicated to a right-of-way width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Site Related Cases and Permits

Case No. ZA-2014-763-CUB – On April 24, 2015, the Zoning Administrator approved a Conditional Use Permit to allow the continued sale and dispensing of beer and wine for off-site consumption in conjunction with an existing 6,490 square-foot grocery store with hours of operation from 6:00 a.m. to 11:00 p.m., daily in the [Q]C2-1VL Zone.

Case No. DIR-2013-3023-ACI – On December 4, 2013, the Director of Planning approved an Amendment to Council “T” Instructions Conditions B and C of Ordinance No. 176,116 (Case No. APCNV-2003-4385-ZC-CU); and approved a Clarification of “Q” Classification Condition No. 18 of Ordinance No. 176,116.

Case No. ZA-2004-822-CU-PA2 – On September 28, 2011, the Zoning Administrator approved plans for the co-location on a previously-approved 50-foot wireless telecommunications facility approved under Case Nos. ZA-2004-822-CU and ZA-2004-822-CU-PA1, consisting of a 10-foot extension to a monopine for a new height of 60 feet, the addition of 12 panel antennas on three sectors, and one GPS antenna and four equipment cabinets in the [T][Q]C2-1VL and [Q]C2-1VL Zones.

Case No. ZA-2004-822-CU-PA1 – On October 7, 2005, the Zoning Administrator approved plans for the co-location of an unmanned wireless telecommunications facility mounted on an existing monopine; and approved a determination of height to permit an extension to the existing monopine for a new permitted maximum height of 55 feet.

Case No. ZA-2004-822-CU – On June 30, 2004, the Zoning Administrator dismissed a determination of height to permit a wireless telecommunications facility to exceed the 45-foot height limit of Height District No. 1VL because the facility has been redesigned to comply with said height limit; and approved a Conditional Use Permit to allow the installation, use and maintenance of an unmanned wireless telecommunications facility mounted on a monopole in the RA-1VL Zone.

Case No. APCNV-2003-4385-ZC-CU and Ordinance No. 176,116 – At its meeting held on March 18, 2004, the North Valley Area Planning Commission approved the [T][Q]C2-1VL Zone and recommended that the City Council adopt the ordinance to effect the change of the zone, subject to the conditions of approval contained in the Staff Recommendation Report; approved the [T][Q]C2-1 Zone and recommended that the City Council adopt the ordinance to effect the change of the zone, subject to the conditions of approval contained in the Staff Recommendation Report; approved a Conditional Use Permit for a Mini Shopping Center Development approval for uses which do not comply with the following requirement and conditions enumerated in Section 12.22 A 23: Section 12.22 A 23(a)(10) to allow a 3-foot wide landscape buffer in lieu of the 5-foot wide buffer required along Terra Bella Street in the event of widening; and denied without prejudice, a Conditional Use Permit for a Mini Shopping Center Development approval for uses which do not comply with the following requirement and conditions enumerated in Section 12.22 A 23: Section 12.22 A 23(a)(3) to allow the exterior walls and doors of a ground floor containing non-residential uses which front adjacent streets to be constructed without glazing, in lieu of the minimum 50 percent transparency required. Subsequent to Ordinance No. 176116 becoming effective, the proposed project was abandoned.

Surrounding Related Cases

Case No. APCNV-2019-1697-ZC – At its meeting held on October 17, 2019, the North Valley Area Planning Commission approved and recommended that the City Council adopt a Zone Change from (T)(Q)RD3-1 and RA-1 to (T)(Q)RD3-1 in conjunction with the demolition of a single family dwelling, and the construction, use, and maintenance of a 9-unit small lot subdivision with a total of 20 vehicular parking spaces located at 14421 West Nordhoff Street.

Case No. APCNV-2008-513-ZC-BL – At its meeting held on July 17, 2008, the North Valley Area Planning Commission approved and recommended that the City Council adopt a Zone Change from RA-1 to (T)(Q)RD3-1; and approved and recommended that the City Council remove an existing 25-foot building line along Nordhoff Street established by Ordinance No. 99,671 in conjunction with the construction, use, and maintenance of a 17-unit small lot subdivision located at 14421-14431 West Nordhoff Street.

Case No. APCNV-2004-5110-ZC-ZAA-F – On December 20, 2004, a Termination Letter was issued for Case No. APCNV-2004-5110-ZC-ZAA-F.

Case No. APCNV-2004-4662-ZC-ZAA-F - At its meeting held on April 21, 2005, the North Valley Area Planning Commission approved and recommended that the City Council adopt a Zone Change from RA-1 to (T)(Q)RD3-1; approved a Zoning Administrator's Adjustment to allow 8-foot spaces between buildings for Units 1 through 5, 14 and 15, and a 6-foot space between Units 5 and 6 within the development in lieu of the minimum 10

feet required; and approved a Zoning Administrator's Determination to allow a 6-foot high concrete block wall in the front yard in lieu of the maximum 42 inches in height permitted in conjunction with the construction, use, and maintenance of 26 detached condominiums located at 14434-14454 West Terra Bella Street.

Public Hearing and Additional Communications

A public hearing was held virtually with the Hearing Officer for Case No. APCNV-2020-3302-ZC on November 9, 2020, at 11:30 a.m. There was no one in attendance for the public hearing, apart from the applicant and owner, Edmond Hagooli, the applicant's representative, Eric Lieberman, and the project's architect, Sami El Bayar. During the public hearing, the applicant's representative, Eric Lieberman gave a presentation on the proposed project. It was brought to attention that the applicant intends to restripe and landscape the surface parking lot located northeast of the proposed building site. Because the existing surface parking lot will provide parking for the proposed commercial building, it was agreed that the project's landscaping plans should be revised to include the surface parking lot as part of the case's exhibits. Additionally, staff requested that the applicant verify the number of vehicular parking spaces required for the subject property by the Department of Building and Safety. There were no comments or correspondences received from the general public.

Conclusion

Based on the Public Hearing and information submitted to the record, Staff is recommending that the North Valley Area Planning Commission find that after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, Case No. ENV-2020-3303-MND ("Mitigated Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment.

Staff also recommends that the North Valley Area Planning Commission recommend that the City Council adopt the Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL to allow for the development of the proposed project.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

a. Dedication Required:

- i. **Van Nuys Boulevard** (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035 and a 20-foot radius property line return at the intersection with Nordhoff Street.
- ii. **Nordhoff Street** (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035 and a 20-foot radius property line return at the intersection with Terra Bella Street.
- iii. **Terra Bella Street** (Local Street) – None.

Note: If the existing buildings adjacent to Nordhoff Street and Van Nuys Boulevard are to remain, the applicant shall submit a survey, showing the footprints of the buildings relative to the right-of-way lines, then we can adjust our recommendations accordingly.

b. Improvements Required:

- i. **Van Nuys Boulevard** – Construct a new full-width concrete sidewalk along the property frontage. Repair and or replace all broken, off-grade or bad order concrete curb, gutter and roadway pavement. Close all unused driveways and upgrade all open driveways to BOE standards and ADA requirements. Reconstruct the curb

ramp at the corner intersection with Nordhoff Street to comply with ADA requirements.

- ii. **Nordhoff Street** – Construct a new full-width concrete sidewalk along the property frontage. Repair all broken, off-grade or bad order concrete curb and gutter. Reconstruct the curb ramp at the corner intersection with Terra Bella Street to comply with ADA requirements.
- iii. **Terra Bella Street** – Construct a new concrete sidewalk along the property frontage. Repair and or replace all broken, off-grade or bad order concrete curb, gutter and roadway pavement. Upgrade all open driveways to comply with ADA requirements. Close all unused driveways.

Notes:

Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment (818) 374-4699.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (818) 374-5005.

Provide proper drainage for streets being improved and for the site being developed.

There are mainline sewers in Van Nuys Boulevard, Nordhoff Street and Terra Bella Street with house connection laterals serving the property. Construction of the house connection laterals may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

An investigation from the Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering at (818) 374-5090.

Submit parking area and driveway plans to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 808-8604.

3. **Street Lighting.**

- a. **Specific Condition:** Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- b. **Improvement Condition:** Construct new street lights: five (5) on Terra Bella Street, and one (1) on Van Nuys Boulevard. If street widening is required per BOE improvement conditions, relocate and upgrade street lights; two (2) on Van Nuys Boulevard., and two (2) on Nordhoff Street.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan; or 2) by LADOT; or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

4. **Urban Forestry Division.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077 for permit information.

(Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification:

1. **Development.** The use and development of the property shall be in substantial conformance with the plans and materials submitted with the application and marked Exhibit "A" except as may be revised as a result of this action. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions.
2. **Height.** The building shall be limited to a maximum height of 34 feet.
3. **Floor Area.** The proposed development shall be limited to a maximum floor area of 15,468 square feet.
4. **Building Materials.** A variety of high-quality exterior building materials, consistent with the approved Exhibit “A” plans, shall be used. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.
5. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
 - a. **Landscape Plan.** Landscaping shall be provided in substantial conformance with the Landscape Plan stamped as “Exhibit A.”
 - b. **Tree Requirement.** The project shall be planted with trees at a minimum ratio of one (1) tree for every four (4) surface parking spaces.
6. **Parking.**
 - a. **Automobile Parking.** Automobile parking shall be provided in conformance with L.A.M.C. Section 12.21-A,4.
 - b. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Section 99.05.106 of Article 9, Chapter IX of the LAMC.
 - c. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.
7. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if visible from the street or adjoining properties, shall be screened with landscaping.
8. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

9. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
10. **Trash/recycling.** Trash and Recycling pick-up and emptying or disposing of trash/recycling into outside containers is permitted to occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday, and 10 a.m. to 4 p.m., Saturdays and Sundays.
 - a. Trash/recycling containers shall be locked when not in use.
 - b. Trash/recycling containers shall not be placed in or block access to required parking.
11. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
12. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum 15% of the roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A".

Agency Conditions of Approval

13. Department of Transportation.

- a. A minimum 20-foot reservoir space is required between any security gate or parking space and the property line, or to the satisfaction of the Department of Transportation ("DOT").
- b. A two-way driveway width of $W=30$ feet is required for all driveways, or to the satisfaction of DOT.
- c. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.

14. Fire Department.

- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- b. One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- c. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- d. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

- e. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- f. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- g. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- h. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- i. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- j. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- k. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan
- l. Entrance to the main lobby shall be located off the address side of the building.
- m. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please email lafdhydrants@lacity.org You should advise any consultant representing you of this requirement as well.

Administrative Conditions of Approval

- 15. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 16. **Code Compliance.** Area, height and use regulations of the zone classifications of the subject property shall be complied with, except where herein conditions are more restrictive.
- 17. **Department of Building and Safety.** The granting of this determination does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

18. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
19. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
20. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
21. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
22. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the North Valley Area Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
23. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
24. **Inadvertent Discovery.**
 - a. In the event that Native American cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards retained by the applicant shall assess the find. The Fernandño Tataviam Band of Mission Indians and consulting Tribes shall be contacted to consult if any such find occurs. The archaeologist shall complete all relevant California State Department of Parks and Recreation (DPR) 523 Series forms to document the find and submit this documentation to the applicant, Lead Agency, Fernandño Tataviam Band of Mission Indians, and consulting Tribes.
 - b. The Lead Agency and/or applicant shall, in good faith, consult with the Fernandño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during the Project grading/excavation.
 - c. If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County coroner shall be contacted. If the human remains are determined to be Native American in origin by the County coroner, the applicant shall immediately notify the Lead Agency, the Fernandño Tataviam Band of Mission Indians, and consulting Tribes.

25. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The subject property is located within the Mission Hills – Panorama City – North Hills Community Plan area which was updated by the City Council on June 9, 1999 and designates the subject property for Neighborhood Office Commercial land uses corresponding to the C1, C1.5, C2, C4, RAS3, RAS4, and P Zones. The site is currently zoned [Q]C2-1VL, [T][Q]C2-1VL, [T][Q]C2-1, P-1VL. The southwest corner of the subject property zoned [Q]C2-1VL is the result of Ordinance No. 164,750, and has a permanent “Q” Qualified Condition that prohibits multi-family residential development, including hotels and motels, that exceed the density permitted in the RD1.5 Zone. The [Q]C2-1VL, [T][Q]C2-1, and P-1VL zoned portions of the property, however, will not be rezoned nor will the on-site buildings be altered as a result of the proposed project. The portion of the project site zoned [T][Q]C2-1VL, established by Ordinance Number 176,116 (Case No. APCNV-2003-4385-ZC-CU) contains permanent “Q” Qualified Conditions requiring that proposed development conform to all provisions of the C2 Zone, that the project conform to all provisions of Commercial Corner Development per LAMC Section 12.22. A.23, that the total building area not exceed 10,800 square feet, that the height of all buildings and structures not exceed 24 feet, and that a minimum of 186 parking spaces be provided. Additionally, the permanent “Q” Conditions include specific design-related requirements for proposed development.

The applicant is requesting to rezone the [T][Q]C2-1VL zoned portion of the subject property to (T)(Q)C2-1VL effectively removing the site’s project specific permanent “Q” Qualified Conditions in order to permit the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building. The northeast portion of the site zoned [T][Q]C2-1 is currently improved with a surface parking lot that will undergo restriping and will have new landscaping as a result of the proposed project.

The proposed (T)(Q)C2-1VL Zone is a corresponding zone for the Neighborhood Office Commercial land use designation in accordance with the Mission Hills – Panorama City – North Hills Community Plan. The proposed commercial retail and office building is a use that is permitted in the proposed (T)(Q)C2-1VL Zone. The project will expand employment opportunities within the Mission Hills – Panorama City – North Hills Community Plan area and generate new tax revenue for the City. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text.

- a. The **Framework Element** of the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following Goals, Objectives and Policies relevant to the request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.

Policy 3.1.5: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

The proposed Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL will allow for the redevelopment of a surface parking lot with a new two-story commercial retail and office building that is well-designed and compatible with the scale and character of this commercial corridor and surrounding residential development. The project's pedestrian-oriented design and new landscaping will further enhance the built environment and in particular, the streetscape of Terra Bella Street. The project also supports the community by providing new employment opportunities for the local region. Therefore, the Zone Change is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

- b. **Mission Hills – Panorama City – North Hills Community Plan.** The Community Plan text includes the following relevant land use Goal, Objectives, and Policies:

GOAL: A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE UNIQUE COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

Objective 2-1: To conserve, strengthen, and encourage investment in all commercial districts.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or existing shopping centers.

Policy 2-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-2: To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts (PODs).

Policy 2-2.1: New development needs to add to and enhance the existing pedestrian street activity.

Policy 2-2.2: Ensure that commercial infill projects achieve harmony in design with the best of existing development.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Policy 2-3.2: Preserve community character, scale, and architectural diversity.

Policy 2-3.3: Improve safety and aesthetics of parking areas in commercial areas.

Policy 2-3.4: Landscaped corridors should be created and enhanced through the planting of street trees along segments with no setbacks and through median plantings.

Objective 2-4: To maintain and increase the commercial employment base for community residents whenever possible.

Policy 2-4.1: Protect commercial plan designations so that commercial development is encouraged.

The proposed Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL will allow for the development of new commercial building on the project site. The project would replace a portion of an existing surface parking lot with a new commercial retail and office building.

The project's proposed commercial retail and office uses are uses permitted by the C2 Zone, as well as the site's underlying Neighborhood Office Commercial land use designation. Surrounding properties are developed with similar scale buildings and uses, including retail stores, offices, and professional services. The proposed building will be two stories with a maximum height of 34 feet, ensuring a new commercial development that maintains appropriate scale and character with the surrounding neighborhood. In addition, the project will adhere to the standard hours of operation for Commercial Corner Development requirements under the Los Angeles Municipal Code, which will reduce potential impacts to surrounding residential uses relating to noise or loitering.

Furthermore, the project's proposed ground floor design, appropriate landscaping, and public-facing entrances, promote a more lively and pedestrian-oriented commercial environment. The project's design and proposed uses will enhance the built environment, increase commercial activity, and support job growth within the region. Thus, the proposed Zone Change is consistent with the goals, objectives, and policies of the Mission Hills – Panorama City – North Hills Community Plan.

- c. The **Mobility Element** of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein. Van Nuys Boulevard, a designated Boulevard II, is dedicated to a right-of-way width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk. As part of the (T) Tentative Classification conditions incorporated herein, a 5-foot dedication along the property frontage is required to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035 as well as a 20-foot radius property line return at the intersection with Nordhoff Street. Consequently, the project will result in the reconstruction of the existing sidewalk to a full-width concrete sidewalk.

Nordhoff Street, a designated Boulevard II, is dedicated to a right-of-way width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk. As part of the (T) Tentative Classification conditions incorporated herein, a 5-foot dedication along the property frontage is required to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035 as well as a 20-foot radius property line return at the intersection with Terra Bella Street. Consequently, the project will result in the reconstruction of the existing sidewalk to a full-width concrete sidewalk.

Terra Bella Street, a designated Local Street – Standard, is dedicated to a right-of-way width of 60 feet and improved with asphalt roadway, concrete curb, and sidewalk. No dedication is required along Terra Bella Street, however as part of the (T) Tentative Classification conditions incorporated herein, the project will result in the reconstruction of the existing sidewalk to a full-width concrete sidewalk along the property line facing Terra Bella Street.

The proposed project is in conformance with the Mobility Element policies listed below:

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.

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.

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.

The project site is within proximity to Metro Local Lines 233, 744, and 166, enabling future employees and customers to access the new businesses via public transit, thereby reducing vehicle miles traveled for the region. In addition, the new development will provide 16 new bicycle parking stalls further supporting the Mobility Element’s policy of improving and expanding “first-mile, last-mile solutions” in order to maximize multi-modal connectivity and access for transit riders.

Lastly, the project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut. The project will not increase the number curb cuts and driveways which will further reduce the development’s impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists.

- d. The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Zone Change and “T”/“Q” Classification Findings

1. **Pursuant to Section 12.32 of the Municipal Code, the zone change and classifications are necessary because:**
 - a. Public Necessity: Approval of the Zone Change to (T)(Q)C2-1VL will allow for the construction, use, and maintenance of a new two-story, 15,468 square-foot commercial retail and office building. The new commercial development will enhance the built environment and provide new employment opportunities for the community while generating sales tax revenue for the City. Furthermore, the proposed development is located at a site that is currently improved with three commercial buildings. The proposed commercial retail and offices uses will compliment and be compatible with the site’s existing commercial uses. Thus, the proposed project will contribute to the public necessity of providing new compatible and viable commercial uses that will generate jobs for the region and tax revenue for the City.
 - b. Convenience: The project site is located in an urbanized area of the Mission Hills/Panorama City/North Hills community that has a wide variety of residential, commercial, and public uses and extensive infrastructure. Approval of the Zone Change in conjunction with proposed project, will allow for the redevelopment of an underutilized and restricted commercially zoned property that has frontage along two major commercial thoroughfares: Van Nuys Boulevard and Nordhoff Street. In addition, the project site is within proximity to Metro Local Lines 233, 744, and 166, enabling future employees and

customers to access the new businesses via public transit, thereby reducing vehicle miles traveled in the region. The project will add new viable commercial services that are compatible with existing commercial and residential uses, and beneficial to the community.

- c. General Welfare: Approval of the Zone Change will allow for the redevelopment of an underutilized site with a modern commercial development that will revitalize a long-established commercial corridor and provide new commercial services for the neighborhood and community as a whole. The project also provides a valuable service of expanding employment opportunities in the Mission Hills/Panorama City/North Hills communities, while generating new tax revenue for the City.
- d. Good Zoning Practice: The proposed Zone Change to (T)(Q)C2-1VL is consistent with the underlying Neighborhood Office Commercial land use designation by the Mission Hills – Panorama City – North Hills Community Plan. The proposed Zone Change would effectively remove permanent “Q” Qualified Conditions as the part of the subject property’s existing [T][Q]C2-1VL zoning that impose site-specific limitations, that will allow for the redevelopment of an underutilized site with a new two-story commercial retail and office building including public improvements to the sidewalks and streets fronting the property. The proposed development is consistent and compatible with the uses, scale, and character of surrounding properties. The project’s design and proposed uses will enhance the built environment, increase commercial activity, and support job growth within the region.
- e. “T” and “Q” Classification Findings: Per Section 12.32-G,1 and 2 of the Municipal Code, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval. Such limitations are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the required actions. The conditions that limit the scale, design and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of the commercial and residential development in the community, to secure an appropriate development in harmony with the General Plan as discussed in Findings Section 1, and to prevent or alleviate the potential adverse environmental effect of adding additional dwelling units to the established neighborhood.

Environmental Findings

1. On October 8, 2020, a Mitigated Negative Declaration (ENV-2020-3303-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency’s independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Department of City Planning in Room 750, 200 North Spring Street.
2. **Flood Insurance**. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was held virtually with the Hearing Officer for Case No. APCNV-2020-3302-ZC on November 9, 2020, at 11:30 a.m. There was no one in attendance for the public hearing, apart from the applicant and owner, Edmond Hagooli, the applicant's representative, Eric Lieberman, and the project's architect, Sami El Bayar. During the public hearing, the applicant's representative, Eric Lieberman gave a presentation on the proposed project. It was brought to attention, that the applicant intends to restripe and landscape the surface parking lot located northeast of the proposed building site. Because the existing surface parking lot will provide parking for the proposed commercial building, it was agreed that the project's landscaping plans should be revised to include the surface parking lot as part of the case's exhibits. Additionally, staff requested that the applicant verify the number of vehicular parking spaces required for the subject property determined by the Department of Building and Safety. There were no comments or correspondences received from the general public.

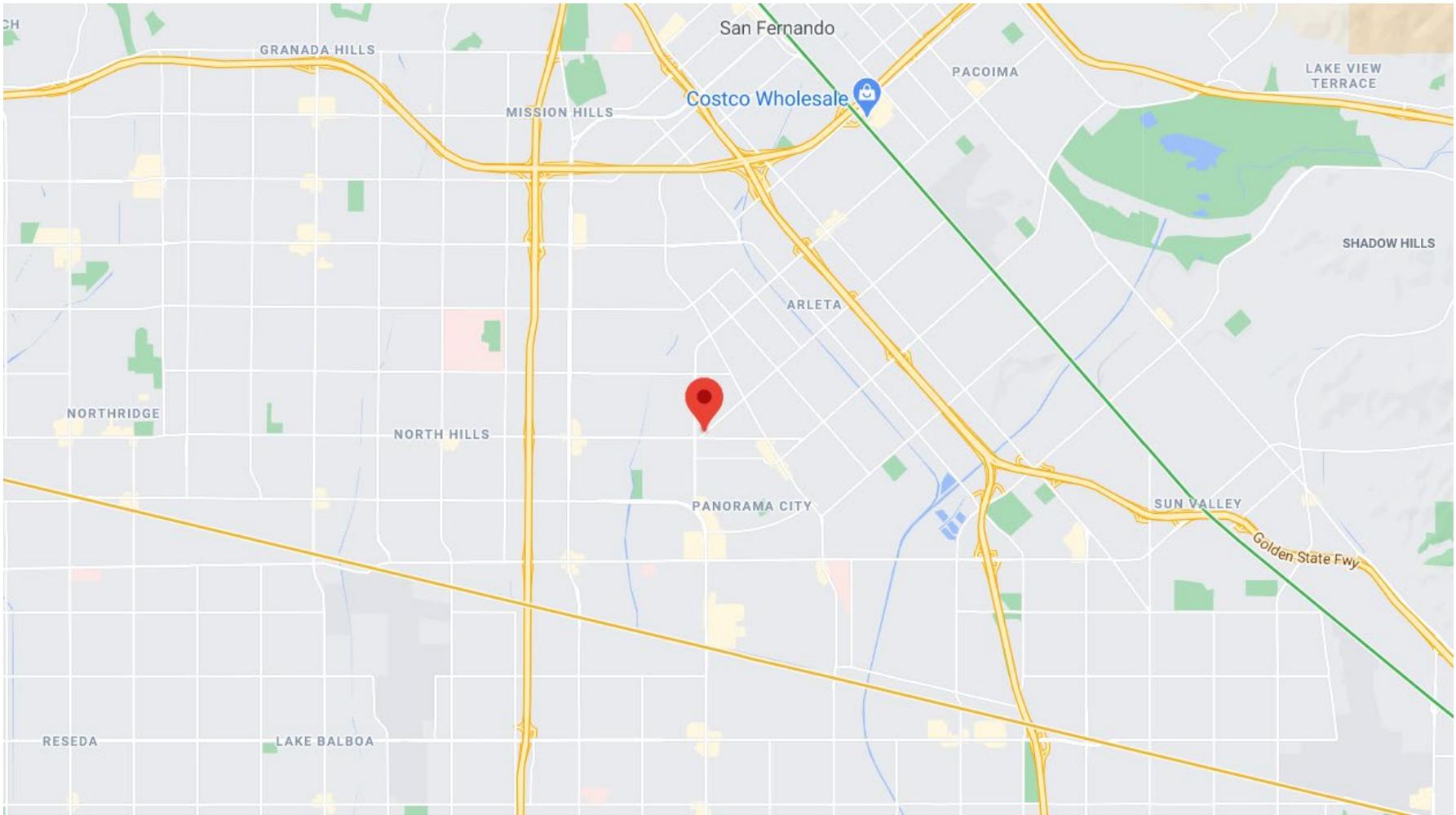
1. Testimony - Oral

- a. The applicant's representatives presented the project during the virtual Public Hearing.
- b. No members of the public or representatives from the Council District office were present. The applicant's representative had no further questions or points of clarification, thus concluding the public hearing.

2. Testimony - Written

- a. There were no written comments or testimonies submitted with regard to this project.

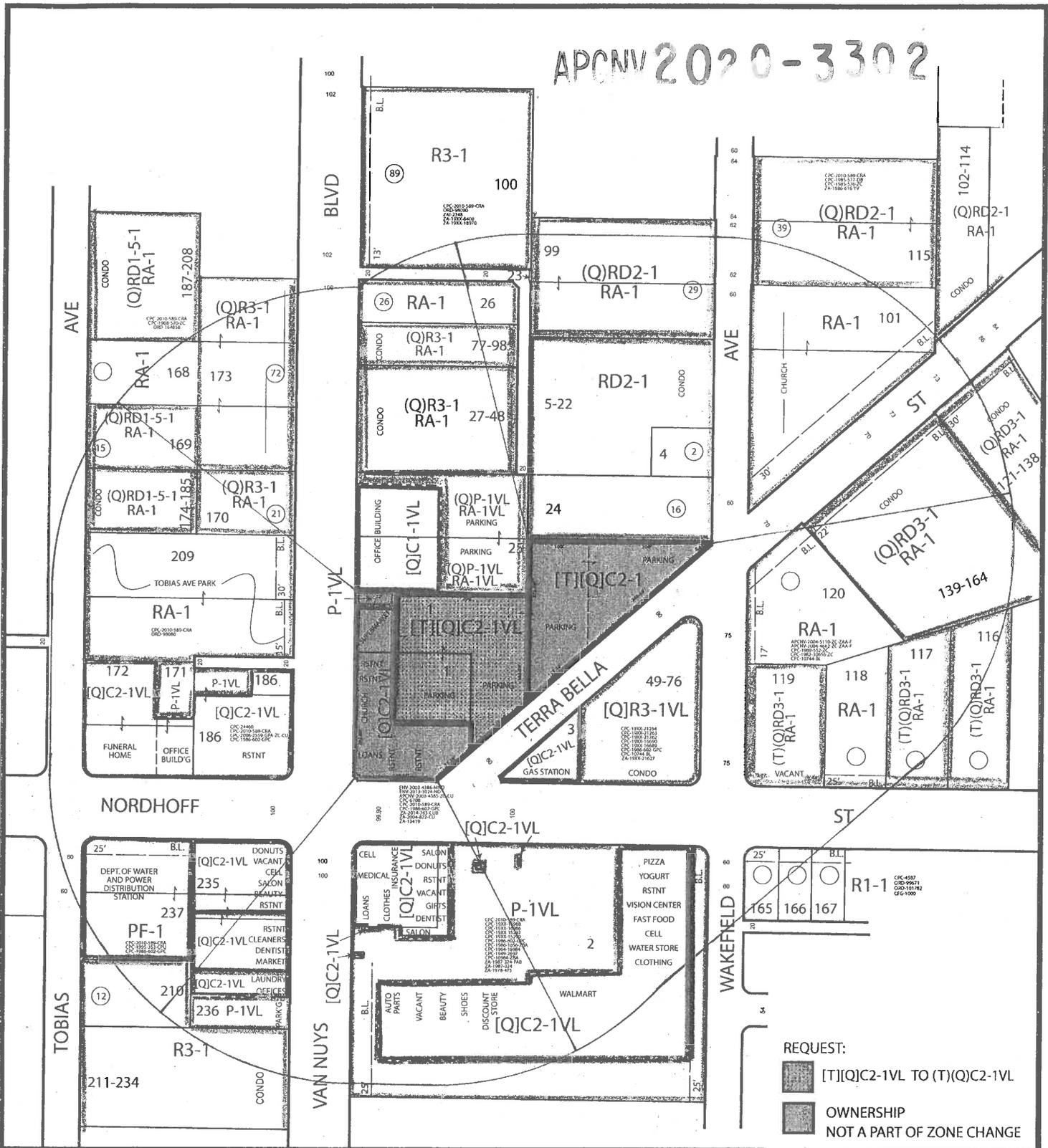
Map 1
Vicinity Map



Vicinity Map

Map 2
Radius Map

APCNV 2020-3302



ZONE CHANGE

QMS Quality Mapping Service
 14549 Archwood St. Suite 301
 Van Nuys, California 91405
 Phone (818) 997-7949 - Fax (818) 997-0351
 qmapping@qesqms.com

THOMAS BROTHERS
 Page: 502 Grid: A7

LEGAL
 LOT:
 TRACT: "SEE APPS"

CONTACT: QES

ASSESSOR PARCEL NUMBER: 2639-008-(011-012, 025, 134-135)
SITE ADDRESS: 14551 NORDHOFF ST., 14557 VAN NUYS BLVD,
 14541 TERRA BELLA ST.

CD: 6
CT: 1193.41
PA: 216- MISSION HILLS - PANORAMA CITY - NORTH HILLS
USES: FIELD

CASE NO:
SCALE: 1" = 100'
D.M.: 198B149
 195B149

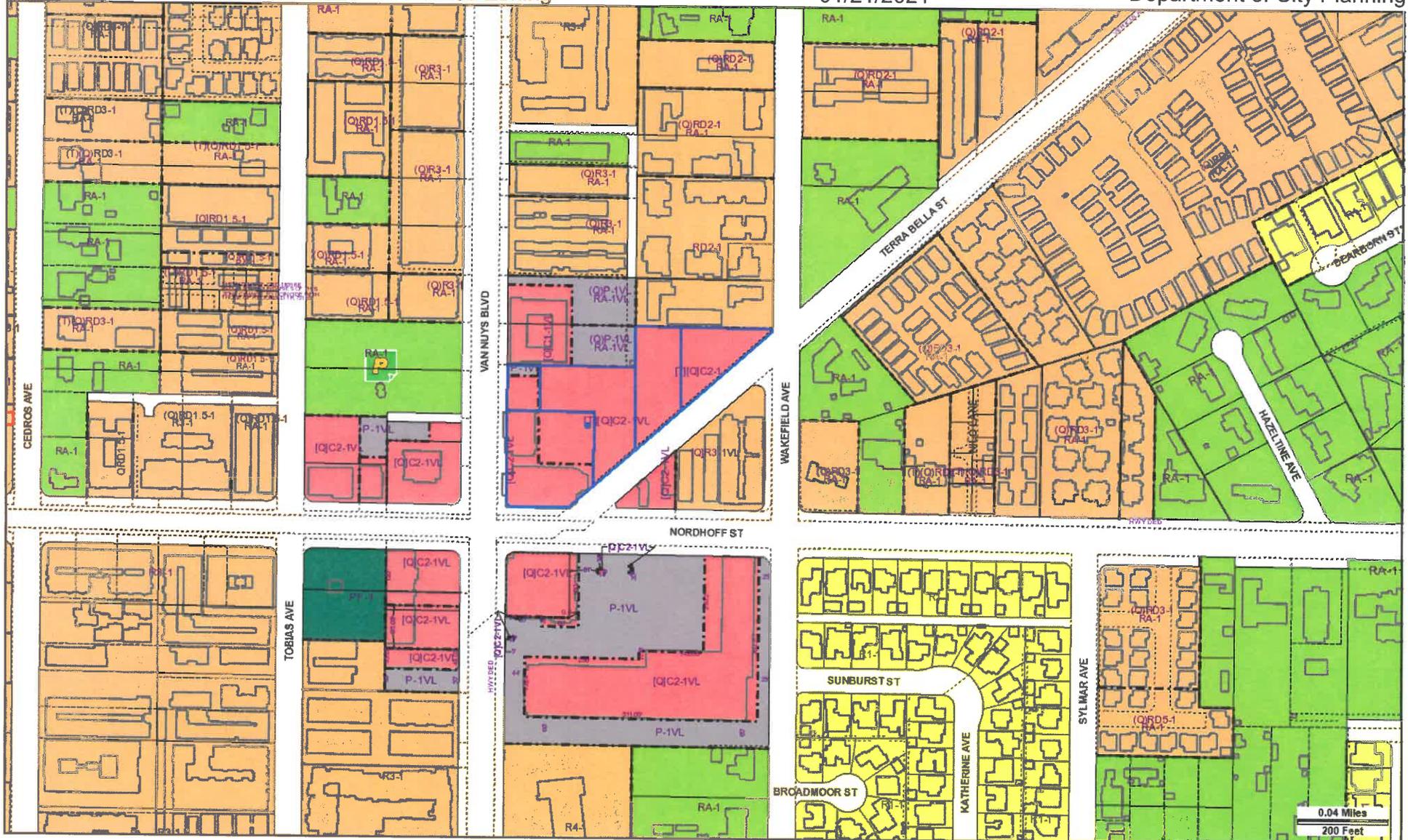
PHONE: 818-997-8033

REQUEST:
 [T][Q]C2-1VL TO (T)(Q)C2-1VL
 OWNERSHIP NOT A PART OF ZONE CHANGE

DATE: 05-29-19
 Update: _____

NET AC: 2.74
QMS: 19-245A

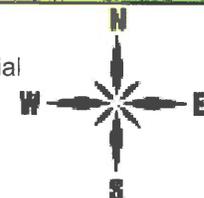
Map 3
ZIMAS Map



Address: 14541 W TERRA BELLA ST
 APN #: 2639008135
 PIN #: 198B149 508

Tract: P M 5701
 Block: None
 Lot: B
 Arb: None

Zoning: [T][Q]C2-1VL
 General Plan: Neighborhood Office Commercial



0.04 Miles
 200 Feet

Exhibit A

Site Plan, Floor Plans, Elevations, Landscape Plan

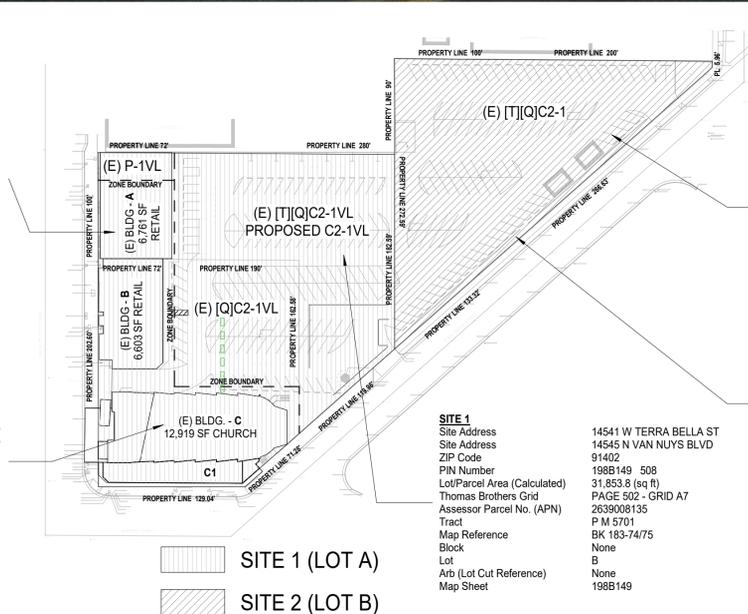
TERRA BELLA DEVELOPMENT

14541 W TERRA BELLA ST. PANORAMA CITY, CA 91402



SITE 1
 Site Address 9132 N VAN NUYS BLVD
 Site Address 9130 N VAN NUYS BLVD
 Site Address 9128 N VAN NUYS BLVD
 Site Address 9126 N VAN NUYS BLVD
 Site Address 9124 N VAN NUYS BLVD
 ZIP Code 91402
 PIN Number 198B149 507
 Lot/Parcel Area (Calculated) 7,199.7 (sq ft)
 Thomas Brothers Grid PAGE 501 - GRID J7
 Thomas Brothers Grid PAGE 502 - GRID A7
 Assessor Parcel No. (APN) 2639008134
 Tract P M 5701
 Map Reference BK 183-74/75
 Block None
 Lot A
 Arb (Lot Cut Reference) None
 Map Sheet 198B149

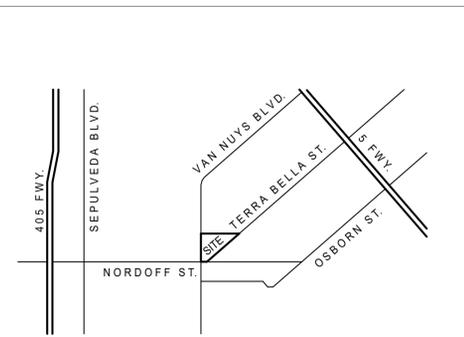
SITE 1
 Address/Legal 9118 N VAN NUYS BLVD
 Site Address 9116 N VAN NUYS BLVD
 Site Address 9112 N VAN NUYS BLVD
 Site Address 9110 N VAN NUYS BLVD
 Site Address 9108 N VAN NUYS BLVD
 Site Address 14551 W NORDHOFF ST
 Site Address 14557 N VAN NUYS BLVD
 Site Address 14555 N VAN NUYS BLVD
 ZIP Code 91402
 PIN Number 198B149 535
 Lot/Parcel Area (Calculated) 38,847.5 (sq ft)
 Thomas Brothers Grid PAGE 501 - GRID J7
 Thomas Brothers Grid PAGE 502 - GRID A7
 Assessor Parcel No. (APN) 2639008025
 Tract TR 19875
 Map Reference M B 32-83-14
 Block None
 Lot 2
 Arb (Lot Cut Reference) None
 Map Sheet 198B149



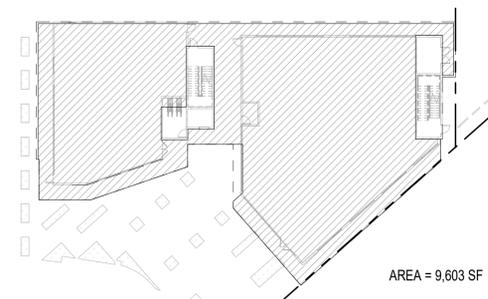
SITE 2
 Site Address 14505 W TERRA BELLA ST
 Site Address 14515 W TERRA BELLA ST
 ZIP Code 91402
 PIN Number 198B149 495
 Lot/Parcel Area (Calculated) 18,978.7 (sq ft)
 Thomas Brothers Grid PAGE 502 - GRID A7
 Assessor Parcel No. (APN) 2639008012
 Tract TR 3136
 Map Reference M B 32-83/84
 Block None
 Lot 105
 Arb (Lot Cut Reference) 2
 Map Sheet 198B149

SITE 2
 Site Address None
 ZIP Code None
 PIN Number 198B149 494
 Lot/Parcel Area (Calculated) 22,823.2 (sq ft)
 Thomas Brothers Grid PAGE 502 - GRID A7
 Assessor Parcel No. (APN) 2639008011
 Tract TR 3136
 Map Reference M B 32-83/84
 Block None
 Lot 105
 Arb (Lot Cut Reference) 1
 Map Sheet 198B149

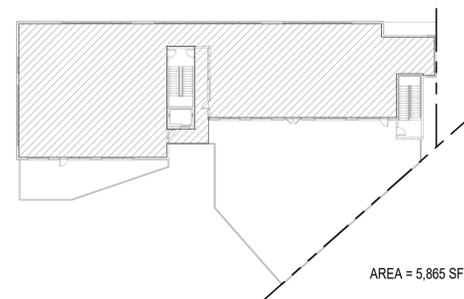
EXISTING SITE ZONING AND PROPERTY INFO DIAGRAM



VICINITY MAP :



RETAIL GROUND FLOOR F.A.R. DIAGRAM



OFFICE SECOND FLOOR F.A.R. DIAGRAM

PROJECT INFORMATION :

SITE I

PROJECT ADDRESS: 14541 W TERRA BELLA ST
 PANORAMA CITY, CA 91402
ZONING: C2-1VL
LOT AREA: 77,701 SF PER ZIMAS (7,199.7 + 38,647.5 + 31,853.8)
FAR: 77,701 SF x 1.5 = 116,551.5 SF ALLOWED

ACTUAL BLDG. AREA:
 (E) BLDG. A 6,761 SF
 (E) BLDG. B 6,603 SF
 (E) BLDG. C, C1 12,919 SF
 (N) BLDG. 15,468 SF
TOTAL: 41,751 SF

TOTAL FAR: 41,751 SF / 77,701 SF = 0.54

VEHICLE PARKING

REQUIRED:
 (E) BLDG. A & B PER ENTERPRISE ZONE: 13,364 @ 2/1,000 = 27 STALLS
 (E) BLDG. C (CHURCH PARKING TO REMAIN PER C OF O): 98 STALLS
 (E) BLDG. C1 RETAIL: 7 STALLS
 (N) BLDG.: 15,468 SF @ 2/1,000 = 31 STALLS
TOTAL 163 STALLS (40% MAX. COMP. = 66)
 10 EV (31 (N) BLDG. x 30% = 10)
 6 ACCESSIBLE

PROVIDED:
 LOT A (SITE 1) 134 (E) - 125 + 71 (N) = 80 STALLS
 LOT B (SITE 2) 99 (E) - 99 + 83 (N) = 83 STALLS
TOTAL 163 STALLS
 60 COMPACT
 103 STANDARD
 1 EV VAN - 9 STANDARD EV
 6 ACCESSIBLE
 11 SURPLUS COMPACT

BICYCLE PARKING

REQUIRED:
 LONG TERM: (N) RETAIL 15,468 SF 1 PER 2,000 = 8
 SHORT TERM: (N) RETAIL 15,468 SF 1 PER 2,000 = 8

LADSCAPE:

REQUIRED
 LOT A 1,397 SF (34,934 SF x 4%)
 LOT B 1,669 SF (41,720 SF x 4%)

PROVIDED
 LOT A 2,709 SF
 LOT B 5,566 SF

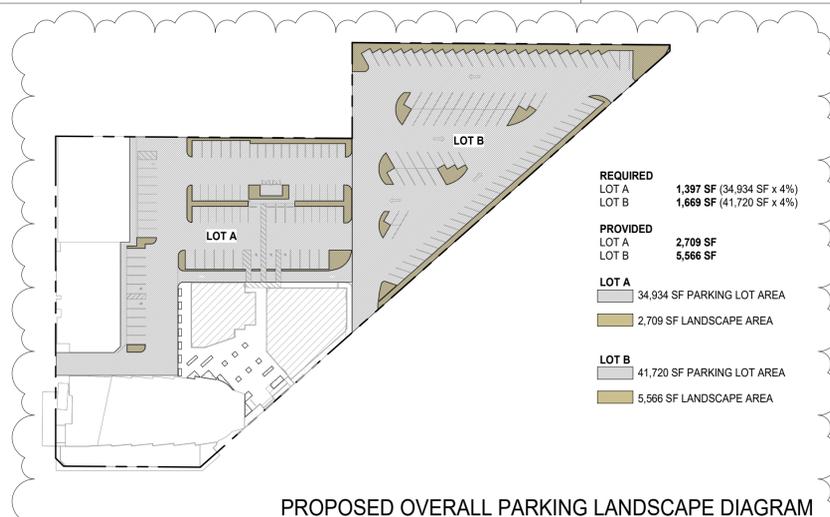
TREES:

REQUIRED
 LOT A: 80 / 4 = 20
 LOT B: 94 / 4 = 24

PROVIDED
 LOT B: 26
 LOT A: 27

LOT COVERAGE:

LOT A
 (E) BLDG. 26,283 SF 34%
 (N) BLDG. 8,154 SF 10%
PROPOSED HARDSCAPE: 39,472 SF 51%
PROPOSED LANDSCAPE: 3,792 SF 5%



REQUIRED
 LOT A 1,397 SF (34,934 SF x 4%)
 LOT B 1,669 SF (41,720 SF x 4%)

PROVIDED
 LOT A 2,709 SF
 LOT B 5,566 SF

LOT A
 34,934 SF PARKING LOT AREA
 2,709 SF LANDSCAPE AREA

LOT B
 41,720 SF PARKING LOT AREA
 5,566 SF LANDSCAPE AREA

Owner

E.D.D.G. INC.

EL BAYAR DESIGN & DEVELOPMENT GROUP INC.
 22834 Brenford Street
 Woodland Hills, Ca. 91364
 phone: 310.503.1295

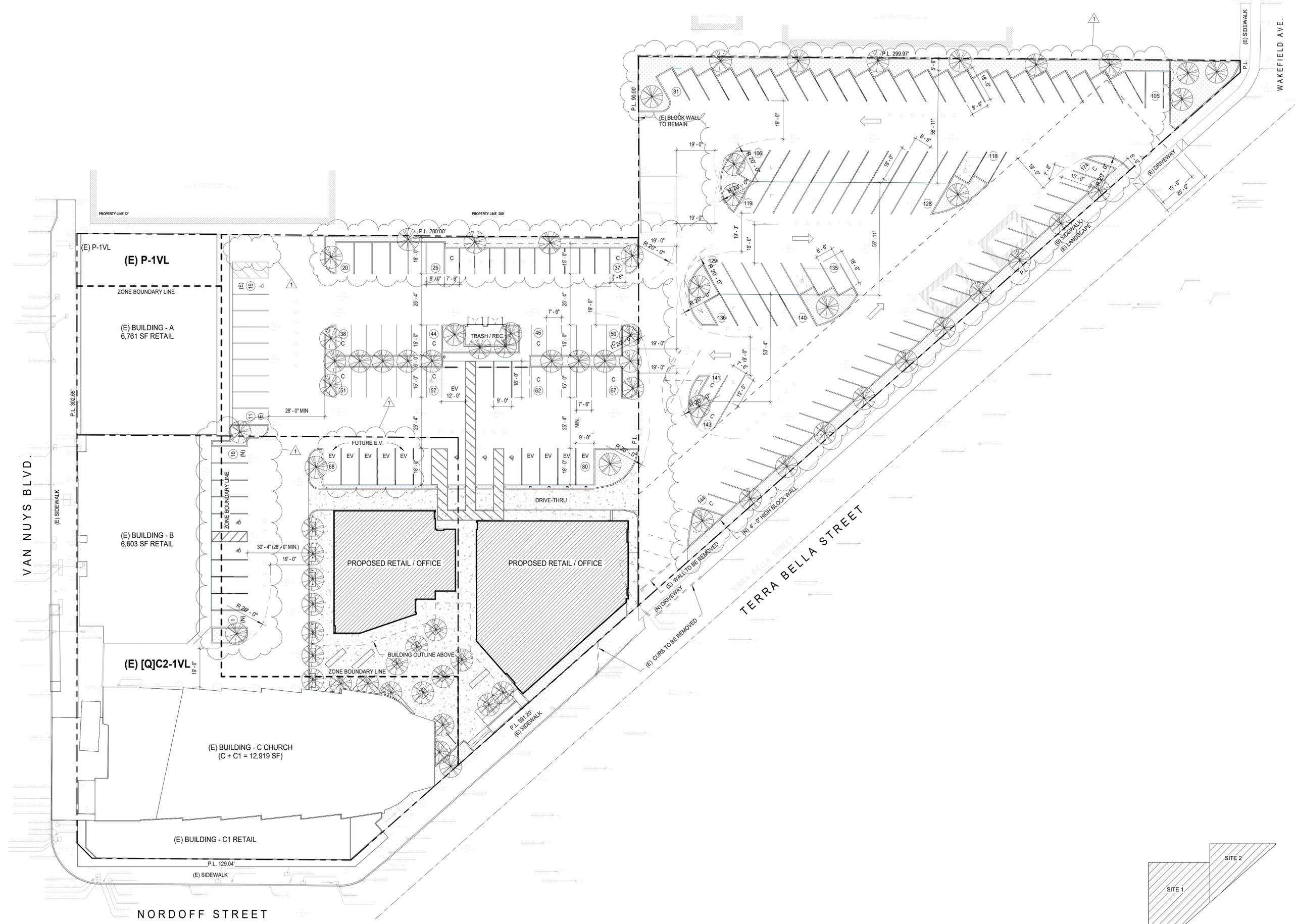
14541 TERRA BELLA
 LOS ANGELES (PANORAMA CITY)
 91402

REVISIONS / DATE	
RETAIL PLANNING SET	03-10-2020
PARKING / LANDSCAPE	12-07-2020

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COVER PAGE

Project Number
 Author
 SHEET NUMBER



Owner

E.D.D.G. INC.
 EL BAYAR DESIGN &
 DEVELOPMENT GROUP INC.
 22834 Brenford Street
 Woodland Hills, Ca, 91364
 phone: 310.503.1295

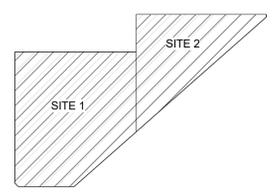
PROJECT ADDRESS
**14541 TERRA BELLA
 LOS ANGELES (PANORAMA CITY)
 91402**

REVISIONS / DATE

NO.	DESCRIPTION	DATE
1	RETAIL PLANNING SET	03-10-2020
2	PARKING / LANDSCAPE	12-07-2020

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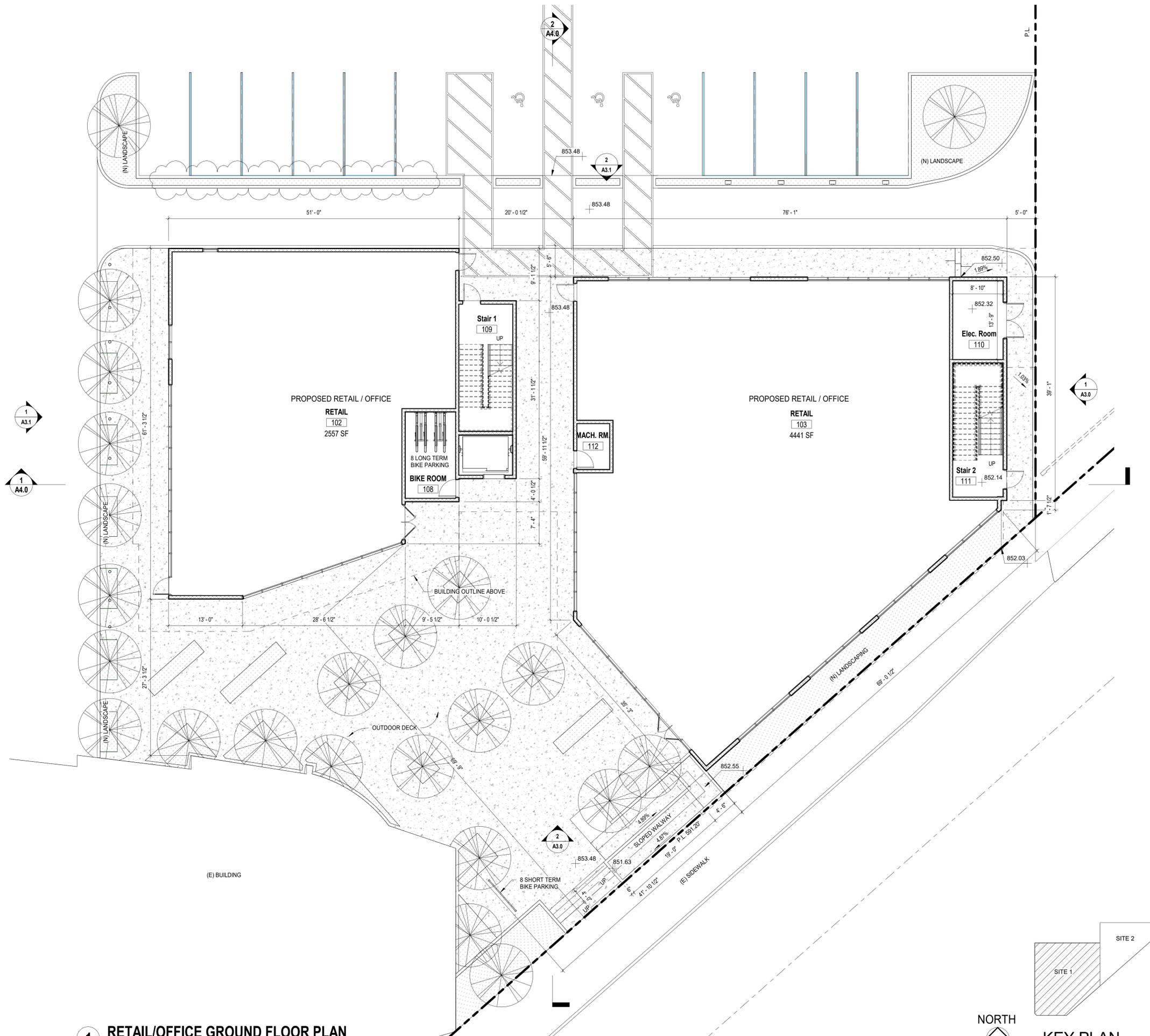
**PROPOSED OVERALL
 SITE PLAN**



KEY PLAN

2 PROPOSED OVERALL SITE PLAN
 3/64" = 1'-0"

A1.1



Owner

E.D.D.G. INC.
 EL BAYAR DESIGN & DEVELOPMENT GROUP INC.
 22834 Brenford Street
 Woodland Hills, Ca, 91364
 phone: 310.503.1295

PROJECT ADDRESS
**14541 TERRA BELLA
 LOS ANGELES (PANORAMA CITY)
 91402**

REVISIONS / DATE	DATE
△ RETAIL PLANNING SET	03-10-2020
△ PARKING / LANDSCAPE	12-07-2020

PLOTTED DATE
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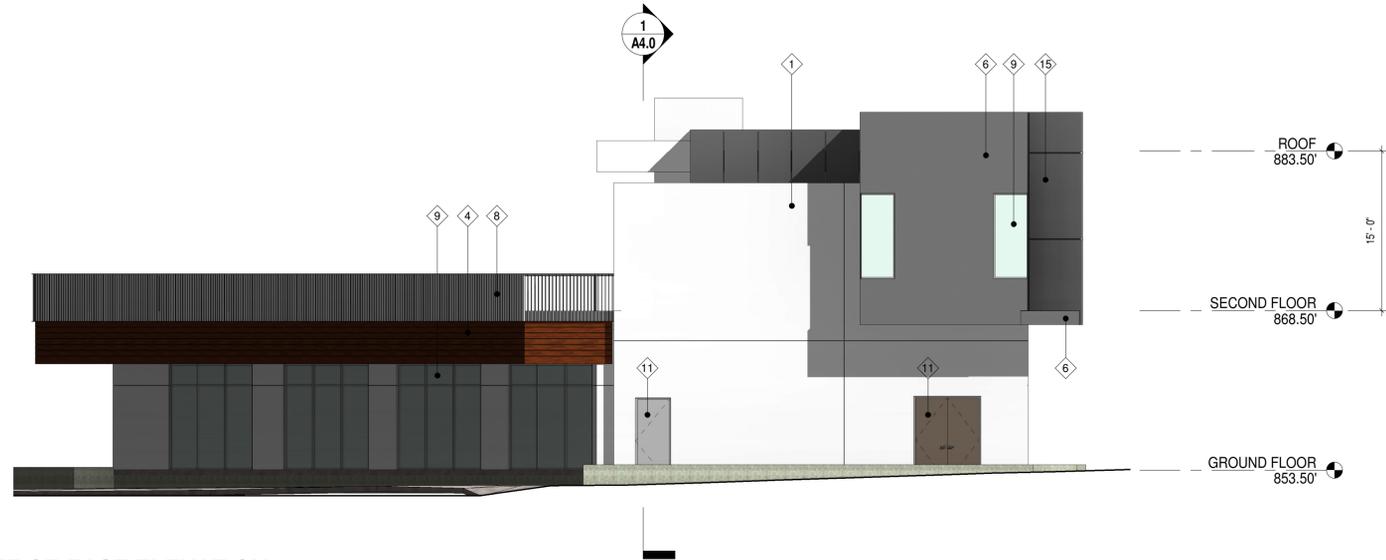
**RETAIL/OFFICE
 GROUND FLOOR PLAN**

Project Number	
Author	

1 RETAIL/OFFICE GROUND FLOOR PLAN
 1/8" = 1'-0"



A2.0



1 RETAIL/OFFICE EAST ELEVATION
1/8" = 1'-0"



2 RETAIL/OFFICE SOUTH ELEVATION
1/8" = 1'-0"

ELEVATION KEYNOTES

- ① SMOOTH TROWEL PLASTER - COLOR WHITE
 - ② SMOOTH TROWEL PLASTER - COLOR DARK GRAY
 - ③ SMOOTH TROWEL PLASTER
 - ④ HORIZONTAL WOOD PANELING
 - ⑤ VERTICLE WOOD PANELING
 - ⑥ METAL PANELING
 - ⑦ CONCRETE MASONRY BLOCKS (STACK BOND)
 - ⑧ METAL BALCONY RAILING
 - ⑨ ALUMINUM DOORS & WINDOWS
 - ⑩ PAINTED METAL CURTAIN WALL / GATE
 - ⑪ PAINTED HOLLOW METAL DOOR, COLOR -
 - ⑫ BRUSHED ALUMINUM ADDRESS NUMBER
 - ⑬ METAL CANOPY HANGER
 - ⑭ PAINTED STEEL POST
 - ⑮ CEMENT BOARD
1. PROVIDE GRAFFITI-MELT ANTI-GRAFFITI COATING BY GENESIS AT THE FIRST 9FT., MEASURED FROM GRADE AT EXTERIOR WALLS AND DOORS. LARR # RP25042-T
 2. ALL PLASTER FINISH SHALL BE 7/8" THK. SMOOTH TROWEL UNLESS NOTED OTHERWISE.

Owner

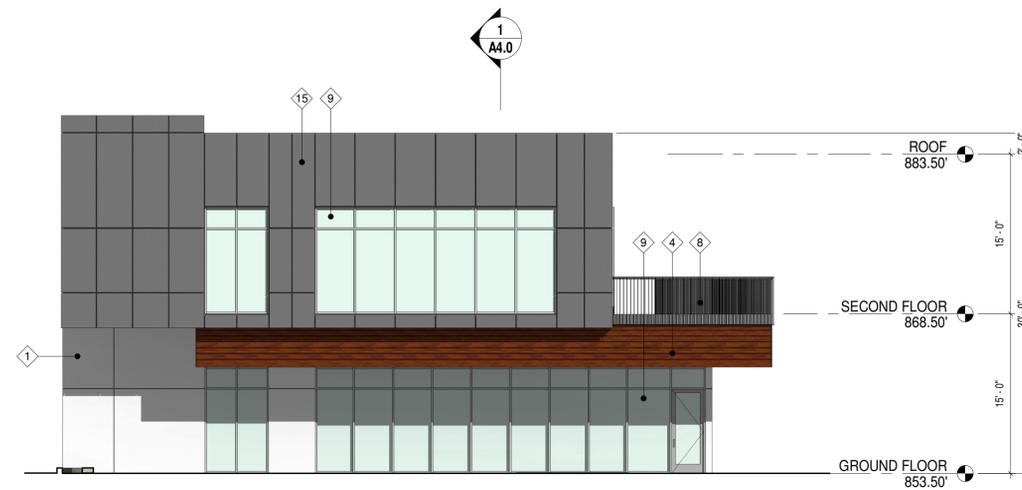
E.D.D.G. INC.
EL BAYAR DESIGN & DEVELOPMENT GROUP INC.
22834 Brenford Street
Woodland Hills, Ca, 91364
phone: 310.503.1235

PROJECT ADDRESS
**14541 TERRA BELLA
LOS ANGELES (PANORAMA CITY)
91402**

REVISIONS / DATE	DATE
△ RETAIL PLANNING SET	03-10-2020
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RETAIL/OFFICE ELEVATIONS

Project Number	Project Number
Author	Drawn By
	Sheet Number



1 RETAIL/OFFICE WEST ELEVATION
1/8" = 1'-0"



2 RETAIL/OFFICE NORTH ELEVATION
1/8" = 1'-0"

ELEVATION KEYNOTES

- ① SMOOTH TROWEL PLASTER - COLOR WHITE
 - ② SMOOTH TROWEL PLASTER - COLOR DARK GRAY
 - ③ SMOOTH TROWEL PLASTER
 - ④ HORIZONTAL WOOD PANELING
 - ⑤ VERTICLE WOOD PANELING
 - ⑥ METAL PANELING
 - ⑦ CONCRETE MASONRY BLOCKS (STACK BOND)
 - ⑧ METAL BALCONY RAILING
 - ⑨ ALUMINUM DOORS & WINDOWS
 - ⑩ PAINTED METAL CURTAIN WALL / GATE
 - ⑪ PAINTED HOLLOW METAL DOOR, COLOR -
 - ⑫ BRUSHED ALUMINUM ADDRESS NUMBER
 - ⑬ METAL CANOPY HANGER
 - ⑭ PAINTED STEEL POST
 - ⑮ CEMENT BOARD
1. PROVIDE GRAFFITI -MELT ANTI-GRAFFITI COATING BY GENESIS AT THE FIRST 9FT. MEASURED FROM GRADE AT EXTERIOR WALLS AND DOORS. LARR # FR25042-T ALL PLASTER FINISH SHALL BE 7/8" THK. SMOOTH TROWEL UNLESS NOTED OTHERWISE.
 - 2.

Owner

E.D.D.G. INC.
EL BAYAR DESIGN & DEVELOPMENT GROUP INC.
22834 Brenford Street
Woodland Hills, Ca, 91364
phone: 310.503.1295

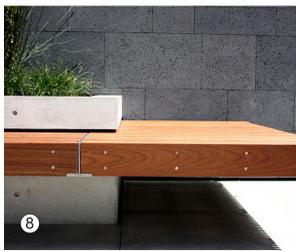
PROJECT ADDRESS
**14541 TERRA BELLA
LOS ANGELES (PANORAMA CITY)
91402**

REVISIONS / DATE	DATE
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RETAIL/OFFICE ELEVATIONS

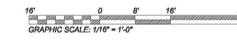
Project Number	PROJECT NUMBER
Author	DRAWN BY
	SHEET NUMBER



VAN NUYS BLVD.



- 1 COLUMNAR TREE GROUPING AT FRONT ENTRY
- 2 STEPS UP TO COURTYARD
- 3 STONE ACCENT WALL
- 4 HANDICAP RAMP
- 5 TREE BOSQUE
- 6 OUTDOOR DINING OPPORTUNITY
- 7 CENTRAL FOUNTAIN FEATURE
- 8 RAISED PLANTER WITH BENCH SEATING
- 9 DOUBLE PALM CLUSTERS
- 10 SEATING NICHE
- 11 RAISED PLANTERS WITH TALL COLUMNAR TREES
- 12 ACCENT POT PLANTING
- 13 SMALL MULTI-TRUNK PALMS IN CIRCULAR CUT-OUTS
- 14 BENCH SEATING
- 15 MODERN LAMP POSTS
- 16 HEDGE PLANTING
- 17 LOW SHRUB PLANTING
- 18 PARKING LOT CANOPY TREES
- 19 PARKING TRIANGLE PLANTING
- 20 BIKE RACKS
- 21 5'-0" CLEAR
- 22 VINE PLANTING AT BLOCK WALL. 16" DIA. CUT-OUTS 18" OC WITH ALTERNATING VINES



PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME
PARKING LOT TREES (24" BOX MINIMUM):	
GINKGO BILOBA	MAIDENHAIR TREE
LAGERSTROEMIA IND. 'NATCHEZ'	WHITE CRAPE MYRTLE
LIRIODENDRON TULIPIFERA	TULIP TREE
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
PALM PLANTING: (15' BTH):	
ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM
SYAGRUS ROMANZOFFIANA	QUEEN PALM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM
WASHINGTONIA X FILIFERA	CALIFORNIA FAN PALM
TALL COLUMNAR TREE (24" BOX):	
EUCALYPTUS CITRIDODORA	LEMON SCENTED GUM TREE
GINKGO BILOBA	MAIDENHAIR TREE
COURTYARD TREES (24" BOX):	
LAGERSTROEMIA IND. 'NATCHEZ'	WHITE CRAPE MYRTLE
OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE
SMALL HEDGE SCREENING (15 GALLON):	
OLEA EUROPAEA 'MONTRA'	LITTLE OLLIE DWARF OLIVE
ACCENT PLANTING (5 GALLON):	
AGAVE SPECIES	AGAVE
ALOE SPECIES	ALOE
GRASSES / GRASSY SHRUBS (5 GALLON):	
ANIGOZANTHOS 'HARMONY'	KANGAROO PAW
CHONDRPETALUM ELEPHANTINUM	LARGE CAPE RUSH
CLIVIA MINIATA	ORANGE CLIVIA
CRASSULA FALCATA	AIRPLANE PLANT
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
SANSEVIERIA SPECIES	SANSEVIERIA
MIXED UNDERPLANTING: (5 GALLON)	
ACACIA COGNATA 'COUSIN ITT'	COUSIN ITT ACACIA
CEANOTHUS HORIZONTALIS	CARMEL CREEPER
CORYLYNE 'ELECTRIC PINK'	PINK VARIEGATED DRACAENA
LAVANDULA X HETEROPHYLLA	SWEET LAVENDAR
PROTEA 'PINK ICE'	PINK ICE PROTEA
VINE PLANTING: (15 GALLON)	
FICUS PUMILA	CREEPING FIG
PARTHENOISSUS TRICUSPIDATA	BOSTON IVY

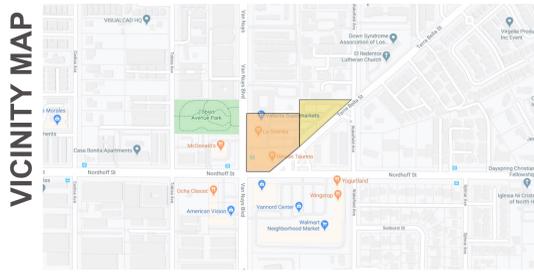
PARKING LOT TREES REQUIRED: 20

80 STALLS / 4 = 20
26 TREES PROVIDED: 24" BOX MINIMUM

NOTE:
- THE AREAS UNDER BUMPER OVERHANGS SHALL BE LANDSCAPED WITH PLANTS AND IRRIGATION DEVICES NO HIGHER THAN 6" ABOVE THE TOP OF CURB.
- TREES TO BE PLANTED A MINIMUM OF 48" TO THE SIDE OF AN ADJACENT PARKING STALL TO ALLOW FOR DOOR SWINGS OF PARKED CARS.

NOTE:
- ALL LANDSCAPED AREAS TO BE IRRIGATED BY AUTOMATIC WATERING SYSTEM.
- NO EXISTING TREES ON SITE. NO PROTECTED TREES.
- NO EXISTING STREET TREES.

NOTE:
SEE ARCHITECTURAL SHEETS FOR:
- COLORED BUILDING RENDERINGS



OWNER:
HAGOOLI PROPERTIES, LLC
1919 Westwood Blvd
Los Angeles, CA 90025
310.702.1326

ARCHITECTURAL CONSULTANTS:
E.D.D.G INC.
22834 Brenford Street
Woodland Hills, CA 91364
310.503.1295

LANDSCAPE CONSULTANTS:
GAUDET DESIGN GROUP
322 Tejon Place
Palos Verdes Estates, CA 90274
310.828.4908

LEGAL DESCRIPTION:
APN NOS 2639008134, 2639008135, AND 2639008025

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 1
TRACT: PM 5701, MAP REFERENCE: BK 183-74/75, BLOCK: NONE, LOT A, ARB: NONE, MAP SHEET: 198B149
PARCEL 2
TRACT: TR 19875, MAP REFERENCE: M B 508-14, BLOCK: NONE, LOT 2, ARB: NONE, MAP SHEET 198B149
PARCEL 3
TRACT: P M 5701, MAP REFERENCE: BK 183-74/75, BLOCK: NONE, LOT B, ARB: NONE, MAP SHEET 198B149

PROPERTY INFORMATION:
AREA OF PROPERTY: 77,701 SF
PROJECT TYPE:
COMMERCIAL CORNER DEVELOPMENT
WATER SUPPLY: POTABLE / LA
DEPARTMENT OF WATER AND POWER



SCALE: 1/16" = 1'-0"

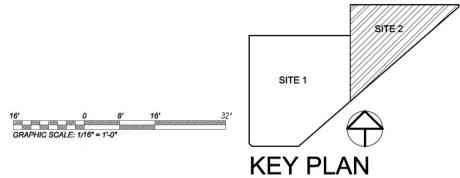
14541 TERRA BELLA
LOS ANGELES, CA
Entitlement: Schematic Landscape Plan - SITE 1

DECEMBER 7TH, 2020





- ① PARKING LOT CANOPY TREES
- ② PARKING LOT ISLAND PLANTING
- ③ VINE PLANTING AT BLOCK WALL. 16" DIA. CUT-OUTS 18' OC WITH ALTERNATING VINES
- ④ 6'-0" MINIMUM EXISTING WALL (DURABLE BARRIER AT LOT LINE BUFFER)
- ⑤ 48" HIGH BLOCK WALL. (DURABLE BARRIER AT STREET YARD, PORTION OF WALL ABOVE 42" TO REMAIN OPEN TO PUBLIC VIEW)
- ⑥ MIXED PLANTING AT BUFFER AREAS. (MINIMUM 24" BUMPER OVERHANG TO BE PLANTED WITH GROUND COVER NO HIGHER THAN 6 INCHES)



PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME
PARKING LOT TREES (24" BOX MINIMUM):	
GINKGO BILOBA	MAIDENHAIR TREE
LAGERSTROEMIA IND. 'NATCHEZ'	WHITE CRAPE MYRTLE
LIRIODENDRON TULIPIFERA	TULIP TREE
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
SMALL HEDGE SCREENING (15 GALLON):	
OLEA EUROPAEA 'MONTRA'	LITTLE OLLIE DWARF OLIVE
ACCENT PLANTING (5 GALLON):	
AGAVE SPECIES	AGAVE
ALOE SPECIES	ALOE
GRASSES / GRASSY SHRUBS (5 GALLON):	
ANIGOZANTHOS 'HARMONY'	KANGAROO PAW
CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH
CLIVIA MINIATA	ORANGE CLIVIA
CRASSULA FALCATA	AIRPLANE PLANT
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
SANSEVIERIA SPECIES	SANSEVIERIA
MIXED UNDERPLANTING: (5 GALLON)	
ACACIA COGNATA 'COUSIN ITT'	COUSIN ITT ACACIA
CEANOETHUS HORIZONTALIS	CARMEL CREEPER
CORDYLINA 'ELECTRIC PINK'	PINK VARIEGATED DRACAENA
LAVANDULA X HETEROPHYLLA	SWEET LAVENDAR
PROTEA 'PINK ICE'	PINK ICE PROTEA
VINE PLANTING: (15 GALLON)	
FICUS PUMILA	CREEPING FIG
PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY

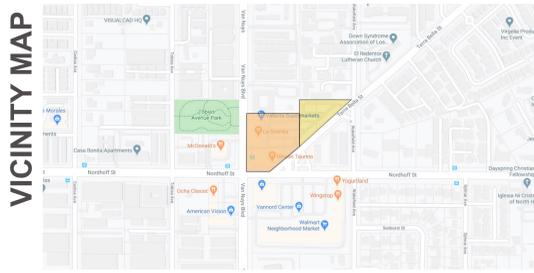
PARKING LOT TREES REQUIRED: 24

94 STALLS / 4 = 24
28 TREES PROVIDED: 24" BOX MINIMUM

NOTE:
- THE AREAS UNDER BUMPER OVERHANGS SHALL BE LANDSCAPED WITH PLANTS AND IRRIGATION DEVICES NO HIGHER THAN 6" ABOVE THE TOP OF CURB.
- TREES TO BE PLANTED A MINIMUM OF 48" TO THE SIDE OF AN ADJACENT PARKING STALL TO ALLOW FOR DOOR SWINGS OF PARKED CARS.

NOTE:
- ALL LANDSCAPED AREAS TO BE IRRIGATED BY AUTOMATIC WATERING SYSTEM.
- NO EXISTING TREES ON SITE. NO PROTECTED TREES.
- NO EXISTING STREET TREES.

NOTE:
- SEE ARCHITECTURAL SHEETS FOR:
- COLORED BUILDING RENDERINGS



OWNER:
HAGOOLI PROPERTIES, LLC
1919 Westwood Blvd
Los Angeles, CA 90025
310.702.1326

ARCHITECTURAL CONSULTANTS:
E.D.D. INC.
22834 Brenford Street
Woodland Hills, CA 91364
310.503.1295

LANDSCAPE CONSULTANTS:
GAUDET DESIGN GROUP
322 Tejon Place
Palos Verdes Estates, CA 90274
310.828.4908

LEGAL DESCRIPTION:
APN NOS 2639008011 & 2639008012

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 4
TRACT: TR 3136, MAP REFERENCE: BK 32-83/84, BLOCK: NONE, LOT 105, ARB: 1, MAP SHEET: 198B149
PARCEL 5
TRACT: TR 3136, MAP REFERENCE: BK 32-83/84, BLOCK: NONE, LOT 105, ARB: 2, MAP SHEET: 198B149

PROPERTY INFORMATION:
AREA OF PROPERTY: 77,701 SF
PROJECT TYPE: COMMERCIAL CORNER DEVELOPMENT
WATER SUPPLY: POTABLE / LA DEPARTMENT OF WATER AND POWER



SCALE: 1/16" = 1'-0"

14541 TERRA BELLA
LOS ANGELES, CA
Entitlement: Schematic Landscape Plan - SITE 2

DECEMBER 7TH, 2020



Exhibit B
ENV-2020-3303-MND

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE

RENEE DAKE WILSON

KAREN MACK

MARC MITCHELL

VERONICA PADILLA-CAMPOS

DANA M. PERLMAN

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

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

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

14541 West Terra Bella Street (Terra Bella Development)

Case Number: ENV-2020-3303-MND

Project Location: 14541 West Terra Bella Street (14505, 14515, and 14541 West Terra Bella Street, 14545, 14555, and 14557 North Van Nuys Boulevard, 9100, 9110, 9112, 9116, 9118, 9124, 9126, 9128, 9130, and 9132 North Van Nuys Boulevard, 14551 West Nordhoff Street), Los Angeles, California, 91402

Community Plan Area: Mission Hills – Panorama City – North Hills

Council District: 6 – Martinez

Project Description: The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 156 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot. The project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut.

The project site's existing zone designation of [T][Q]C2-1VL established by Ordinance No. 176116, imposes site specific conditions that limit the development on the site. In order to carry out the proposed building configuration on the subject property, the applicant is requesting a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL, effectively removing the permanent Q-conditions, as well as, any additional actions including, but not limited to, grading, excavation, and building permits.

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

Edmond Hagooli

October 2020

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

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

1.1 PURPOSE OF AN INITIAL STUDY

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

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

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

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

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

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

2 EXECUTIVE SUMMARY

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

3 PROJECT DESCRIPTION

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

4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	TERRA BELLA DEVELOPMENT
ENVIRONMENTAL CASE NO.	ENV-2020-3303-MND
RELATED CASES	APCNV-2020-3302-ZC, APCNV-2003-4385-ZC-CU

PROJECT LOCATION	14541 WEST TERRA BELLA STREET (14505, 14515, AND 14541 WEST TERRA BELLA STREET, 14545, 14555, AND 14557 NORTH VAN NUYS BOULEVARD, 9100, 9110, 9112, 9116, 9118, 9124, 9126, 9128, 9130, AND 9132 NORTH VAN NUYS BOULEVARD, 14551 WEST NORDHOFF STREET)
COMMUNITY PLAN AREA	MISSION HILLS – PANORAMA CITY – NORTH HILLS
GENERAL PLAN DESIGNATION	NEIGHBORHOOD OFFICE COMMERCIAL
ZONING	[Q]C2-1VL, [T][Q]C2-1VL, P-1VL
COUNCIL DISTRICT	6

LEAD AGENCY	City of Los Angeles
STAFF CONTACT	TREVOR MARTIN
ADDRESS	200 NORTH SPRING STREET, ROOM 763, LOS ANGELES, CA 90012
PHONE NUMBER	(213) 978-1341
EMAIL	TREVOR.MARTIN@LACITY.ORG

APPLICANT	EDMOND HAGOOLI, PANORAMA CENTER I AND II, LLC
ADDRESS	1919 WESTWOOD BOULEVARD, LOS ANGELES, CA 91402

PROJECT DESCRIPTION

The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 156 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot. The project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut.

The project site's existing zone designation of [T][Q]C2-1VL established by Ordinance No. 176116, imposes site specific conditions that limit the development on the site. In order to carry out the proposed building configuration on the subject property, the applicant is requesting a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL, effectively removing the permanent Q-conditions, as well as, any additional actions including, but not limited to, grading, excavation, and building permits.

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

ENVIRONMENTAL SETTING

The subject property is a level, irregular-shaped, parcel of land comprised of five (5) contiguous lots approximately 119,502 square feet (approximately 2.74 acres) in size. The subject property has a street frontage of 596 feet along the northwesterly side of Terra Bella Street, 135 feet of frontage along the north side of Nordhoff Street, and approximately 300 feet of frontage along the east side of Van Nuys Boulevard.

The project site is developed with three commercial buildings and a surface parking lot consisting of 234 vehicular parking spaces. The three commercial buildings are all single-story and are located at the westerly and southerly perimeters of the subject property along Van Nuys Boulevard, and Nordhoff Street, respectively. The buildings on subject property include a 6,490 square-foot grocery store (Vallarta Supermarket) in the northwesterly corner, a 6,180 square-foot restaurant (La Sirenita) adjoining the grocery store to the south, and an 11,570 square-foot movie theater building used as a church at the southwest corner of the site with additional commercial uses on the south side of the theater building fronting Nordhoff Street, which includes a check cashing business and another restaurant (Rincon Taurino). The site also contains a cell phone tower masked as a Pine Tree located at the upper northwesterly corner of the subject property. The project site has virtually no trees or vegetation with the exception of a small cluster of Ficus Trees near the cell phone tower. There are currently no street trees within the public right-of-way surrounding the subject property.

The project site is zoned [Q]C2-1VL, [T][Q]C2-1VL, P-1VL and is located within the Mission Hills – Panorama City – North Hills Community Plan Area which designates the land use of the subject property as Neighborhood Office Commercial. The portion of the project site zoned [Q]C2-1VL, has a permanent Q-condition that prohibits multi-family residential development, including hotels and motels, that exceed the density permitted in the RD1.5 Zone. The portion of the project site zoned [T][Q]C2-1VL, established by Ordinance Number 176116 (Case No. APCNV-2003-4385-ZC-CU) contains permanent Q-conditions requiring that the project conform to all provisions of the C2 Zone, that the project conform to all provisions of Commercial Corner Development per LAMC Section 12.22. A.23, that the total building area not exceed 10,800 square feet, that the height of all buildings and structures not exceed 24 feet, that a minimum of 186 parking spaces be provided, as well as conditions pertaining to design. The project site is not within the boundaries of or subject to any Specific Plan, Community Design Overlay, or Interim Control Ordinance. The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), a Los Angeles State Enterprise Zone (ZI-2374), and an Urban Agriculture Incentive Zone. The project site is not located within a Methane Buffer Zone, a BOE Special Grading Area, Hillside Area, the Alquist-Priolo Fault Zone, a Very High Fire Hazard Severity Zone, Flood Zone, Landslide Zone, Liquefaction Zone, or Tsunami Inundation Zone. The project site is located within approximately 3.14 kilometers of the nearest fault (Northridge Fault).

Surrounding properties are within the [Q]C2-1VL, [Q]R3-1VL, RD2-1, RA-1, P-1VL, and (Q)P-1VL Zones and are characterized by level topography and improved streets. The northern adjoining property is zoned [Q]C2-1VL and (Q)P-1VL is developed with a two-story Child Development Center with a playground and surface parking lot. Adjoining the site to the northeast is an RD2-1 zoned property developed with a two-story apartment complex with a surface parking lot. Abutting the project site to the east, at the intersection of Wakefield Avenue and Terra Bella Street, is an RA-1 zoned property improved with a one-story single-family residence. The southeast abutting triangular-shaped parcel of land, across Terra Bella Street, is comprised of a [Q]C2-1VL zoned lot developed with a gas station, and a [Q]R3-1VL zoned lot developed with a two-story apartment complex. The property abutting the project site to the south, across Nordhoff Street, is zoned [Q]C2-1VL and P-VL and is developed with a shopping center (Vannord Center) consisting of a wide variety of commercial retail and restaurant uses, grocery stores, an urgent care clinic, professional services, an auto parts retail store, and a surface parking lot. The southwest abutting property, across the intersection of Van Nuys Boulevard and Nordhoff Street, is zoned [Q]C2-1VL and is improved with a single-story commercial corner development and surface parking lot. The development consists of commercial retail and restaurant uses, as well as professional services. Properties abutting the project site to the west, across Van Nuys Boulevard are zoned [Q]C2-1VL, P-1VL, and RA-1 and are improved with a McDonald's restaurant and drive-thru at the corner of Van Nuys Boulevard and Nordhoff Street, and a northerly adjoining public park (Tobias Avenue Park), respectively.

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

None.

CALIFORNIA NATIVE AMERICAN CONSULTATION

Yes

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Trevor Martin

PRINTED NAME

SIGNATURE

Planning Assistant

TITLE

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

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

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with maximum height of 34 feet and associated surface parking lot containing a total of 156 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot. The project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut.

The project site's existing zone designation of [T][Q]C2-1VL established by Ordinance No. 176116, imposes site specific conditions that limit the development on the site. In order to carry out the proposed building configuration on the subject property, the applicant is requesting a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL, effectively removing the permanent Q-Conditions, as well as, any additional actions including, but not limited to, grading, excavation, and building permits.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location and Existing Conditions

The subject property is a level, irregular-shaped, parcel of land comprised of five (5) contiguous lots approximately 119,502 square feet (approximately 2.74 acres) in size. The subject property has a street frontage of 596 feet along the northwesterly side of Terra Bella Street, 135 feet of frontage along the north side of Nordhoff Street, and approximately 300 feet of frontage along the east side of Van Nuys Boulevard.

The project site is developed with three commercial buildings and a surface parking lot consisting of 234 vehicular parking spaces. The three commercial buildings are all single-story and are located at the west and south perimeters of the subject property along Van Nuys Boulevard, and Nordhoff Street, respectively. The buildings on subject property include a 6,490 square-foot grocery store (Vallarta Supermarket) in the northwesterly corner, a 6,180 square-foot restaurant (La Sirenita) adjoining the grocery store to the south, and an 11,570 square-foot movie theater building used as a church at the southwest corner of the site with additional commercial uses on the south side of the theater building fronting Nordhoff Street, which includes a check cashing business and another restaurant (Rincon Taurino). The site also contains a cell phone tower masked as

a Pine Tree located at the upper northwesterly corner of the subject property. The project site has virtually no trees or vegetation with the exception of a small cluster of Ficus Trees near the cell phone tower. There are currently no street trees within the public right-of-way surrounding the property.

The project site is zoned [Q]C2-1VL, [T][Q]C2-1VL, P-1VL and is located within the Mission Hills – Panorama City – North Hills Community Plan Area which designates the land use of the subject property as Neighborhood Office Commercial. The portion of the project site zoned [Q]C2-1VL, has a permanent Q-condition that prohibits multi-family residential development, including hotels and motels, which exceeds the density permitted in the RD1.5 Zone. The portion of the project site zoned [T][Q]C2-1VL, established by Ordinance Number 176116 (Case No. APCNV-2003-4385-ZC-CU) contains permanent Q-conditions requiring that the project conform to all provisions of the C2 Zone, that the project conform to all provisions of Commercial Corner Development per LAMC Section 12.22. A.23, that the total building area not exceed 10,800 square feet, that the height of all buildings and structures not exceed 24 feet, that a minimum of 186 parking spaces be provided, as well as conditions pertaining to design. The project site is not within the boundaries of or subject to any Specific Plan, Community Design Overlay, or Interim Control Ordinance. The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), a Los Angeles State Enterprise Zone (ZI-2374), and an Urban Agriculture Incentive Zone. The project site is not located within a Methane Buffer Zone, a BOE Special Grading Area, Hillside Area, the Alquist-Priolo Fault Zone, a Very High Fire Hazard Severity Zone, Flood Zone, Landslide Zone, Liquefaction Zone, or Tsunami Inundation Zone. The project site is located within approximately 3.14 kilometers of the nearest fault (Northridge Fault).

3.2.2 Surrounding Land Uses

Surrounding properties are within the [Q]C2-1VL, [Q]R3-1VL, RD2-1, RA-1, P-1VL, and (Q)P-1VL Zones and are characterized by level topography and improved streets. The northern adjoining property is zoned [Q]C2-1VL and (Q)P-1VL is developed with a two-story Child Development Center with a playground and surface parking lot. Adjoining the site to the northeast is an RD2-1 zoned property developed with a two-story apartment complex with a surface parking lot. Abutting the project site to the east, at the intersection of Wakefield Avenue and Terra Bella Street, is an RA-1 zoned property improved with a one-story single-family residence. The southeast abutting triangular-shaped parcel of land, across Terra Bella Street, is comprised of a [Q]C2-1VL zoned lot developed with a gas station, and a [Q]R3-1VL zoned lot developed with a two-story apartment complex. The property abutting the project site to the south, across Nordhoff Street, is zoned [Q]C2-1VL and P-VL and is developed with a shopping center (Vannord Center) consisting of a wide variety of commercial retail and restaurant uses, grocery stores, an urgent care clinic, professional services, an auto parts retail store, and a surface parking lot. The southwest abutting property, across the intersection of Van Nuys Boulevard and Nordhoff Street, is zoned [Q]C2-1VL and is improved with a single-story commercial corner development and surface parking lot. The development consists of commercial retail and restaurant uses, as well as professional services. Properties abutting the project site to the west, across Van Nuys Boulevard are zoned [Q]C2-1VL, P-1VL, and RA-1 and are improved with a McDonald's restaurant and drive-thru at the corner of Van Nuys Boulevard and Nordhoff Street, and a northern adjoining public park (Tobias Avenue Park), respectively.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 156 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot. The project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut.

The project site's existing zone designation of [T][Q]C2-1VL established by Ordinance No. 176116, imposes site specific conditions that limit the development on the site. In order to carry out the proposed building configuration on the subject property, the applicant is requesting a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL, effectively removing the permanent Q-conditions, as well as, any additional actions including, but not limited to, grading, excavation, and building permits.

3.4 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to LAMC Section 12.32, a Zone Change from [T][Q]C2-1VL to (T)(Q)C2-1VL; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City’s CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA.”¹

PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study (or in the EIR, if any aesthetic impact discussion is included), is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this initial study (or the EIR) is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this initial study (or the EIR) shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

¹ City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>. Accessed Dec. 2, 2016.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Except as provided in Public

Resources Code Section 21099 would the project:

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

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

No Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 156 vehicular parking spaces and 16 bicycle parking spaces. The project site is currently developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The project site is located within a City of Los Angeles Transit Priority Area. Pursuant to Senate Bill (SB) 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, the project will have no impact on a scenic vista.

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

No Impact. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic highways are located near the project site. Furthermore, pursuant to SB 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, no impacts related to scenic highways would occur.

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

No Impact. A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of the site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project will not change the visual character of its surroundings. Surrounding properties are developed with one- to two-story commercial and residential developments and are also located in a City of Los Angeles-designated Transit Priority Area. Pursuant to SB 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, no impact is anticipated.

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

No Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet and associated surface parking lot containing a total of 156 vehicular parking spaces and 16 bicycle parking spaces in a City of Los Angeles-designated Transit Priority Area. Pursuant to SB 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, no impacts related to light or glare would occur.

II. AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The Project Site is located within a developed and urbanized area of the City. No farmland or agricultural activity exists on or near the Project Site. No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. As such, no impacts would occur, and no mitigation is required.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site has a land use designation of Neighborhood Office Commercial and is zoned [Q]C2-1VL and [T][Q]C2-1VL, Commercial Zones that permit commercial development. As such, the Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site. As such, no impacts would occur, and no mitigation is required.

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

No Impact. As mentioned previously, the Project Site has a land use designation of Neighborhood Office Commercial and is zoned for commercial uses. As such, the Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. The Project Site is not designated or zoned for forest or timberland or used for foresting. Additionally, the Project Site is located in an urbanized area of the City and is not within any forestland area. As such, no impacts would occur, and no mitigation is required.

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

No Impact. Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California. As such, no impacts would occur, and no mitigation is required.

III. AIR QUALITY

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

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

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

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. According to the Air Quality and Green House Gas Impact Analysis prepared by Rincon Consultants, Inc. dated July 2019 and utilizing CalEEMod, the project does not reach the established threshold of potential significance for air quality per the SCAQMD. Therefore, impacts would be less than significant.

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

A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results as summarized in the Air Quality and GHG Impact Analysis conducted by Rincon Consultants, Inc. dated July 2019, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO₂), and Respirable Particulate Matter (PM₁₀ and PM_{2.5}). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO₂, 150 lbs/day for PM₁₀, and 55 lbs/day for PM_{2.5}. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO₂, 150 lbs/day for PM₁₀, and 55 lbs/day for PM_{2.5}. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.

c) Expose sensitive receptors to substantial pollutant concentrations?

A significant impact would occur if the proposed project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The project site is surrounded by a mix of residential, commercial, and recreational uses. The northern adjoining property is developed with a two-story child development center with a playground. Abutting the project site to the west, across Van Nuys Boulevard, is a public park (Tobias Avenue Park). The project does not propose any demolition of existing on-site structures and is subject to grading and construction standards to mitigate air pollution and dust impacts. Additionally, the project is not expected to contribute to pollutant concentrations or expose surrounding residences and other sensitive receptors to substantial pollutant concentrations. The project is required to meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading, and construction related to air pollution. Therefore, construction and operation of the project would result in a less than significant impact for both localized and regional air pollution emissions.

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

Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The construction, use, and maintenance of the proposed two-story commercial retail and office building would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed commercial land use would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES

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

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

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

No Impact. The proposed 15,468 square-foot, two-story commercial retail and office building project is within a highly urbanized area that does not contain any biological resources or habitat area. The site is zoned [Q]C2-1VL, [T][Q]C2-1VL, and P-1VL and the General Plan Land Use Designation is Neighborhood Office Commercial. The project site is developed with three single-story commercial buildings and a surface parking lot. The project will maintain all the existing on-site buildings. The new commercial building will occupy the southwestern portion of the existing surface parking lot. No impact will result.

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

No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Services, and no impacts would occur.

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

No Impact. A Significant impact would occur if federally protect wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with three single-story commercial buildings and a surface parking lot. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.

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

No Impact. A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.

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

No Impact. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.

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

conservation plan?

No Impact. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

V. CULTURAL RESOURCES

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

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

No Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project site is developed with three single-story commercial buildings and a surface parking lot. The buildings on subject property include a 6,490 square-foot grocery store (Vallarta Supermarket) in the northwesterly corner, a 6,180 square-foot restaurant (La Sirenita) adjoining the grocery store to the south, and an 11,570 square-foot movie theater building used as a church at the southwest corner of the site with additional commercial uses on the south side of the theater building fronting Nordhoff Street, which includes a check cashing business and another restaurant (Rincon Taurino). The existing on-site movie theater building, the Panorama Theater, was built in 1949 and is identified as a historic resource per Survey LA. The project, however, does not propose any demolition of, or modifications to, any of the existing on-site buildings, including the Panorama Theater building. Therefore, no impacts would occur.

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

Less than Significant Impact. A significant impact would occur if a known or unknown archaeological resource was removed, altered, or destroyed as a result of the proposed project. Section 15064.5 of the State CEQA guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, or resources that constitute unique archaeological resources. The applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.

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

Less than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation activities associated with project construction. No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.

VI. ENERGY

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

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

Less Than Significant Impact. The project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. The majority of the energy usage in the project consists of lighting and climate control. Adherence to the aforementioned energy requirements will ensure conformance with the State’s goal of promoting energy and lighting efficiency. As such, impacts of the project would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building. As stated above, the project’s improvements and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, impacts of the project would be less than significant, and no mitigation is required.

VII. GEOLOGY AND SOILS

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

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

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

No Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. As such, the proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.

ii) **Strong seismic ground shaking?**

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the proposed project could expose people and structures to strong seismic ground shaking. The design of the Project would be in accordance with the provisions of the latest California Building Code and Los Angeles Building Code (implemented at the time of building permits) will mitigate the potential effects of strong ground shaking. The design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the IBC. Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk of loss, injury or death. Therefore, impacts related to seismic ground shaking will be less than significant.

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

No Impact. A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. The site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.

iv) **Landslides?**

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

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

Less Than Significant Impact. Although there is no subterranean development being proposed, construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. The proposed commercial development will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.

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

No Impact. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. The project site is not located in an area known to have expansive soils. Therefore, no impact will result.

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

No Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the

project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

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

Less Than Significant Impact. Based on the criteria established in the State’s CEQA Guidelines and Appendix G, a significant impact could occur if grading or excavation activities associated with the Project were to disturb unique paleontological resources or unique geologic features that presently exist within the Project Site. The Project Site is located within an urbanized area that has been subject to grading and development in the past and is not known to contain any unique paleontological resource or site or unique geologic feature. Potential paleontological or geologic impacts of the Project would be less than significant, and no mitigation is required.

VIII. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact. Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth’s surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City’s GHG emissions targets, for both

existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. Impacts will be less than significant.

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

Less Than Significant Impact. The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project involves the construction, use, and maintenance of a new two-story commercial retail and office building on a site zoned for commercial uses. It would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. Impacts will be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project involves the construction, use, and maintenance of a new two-story commercial retail and office building that would involve the limited use and storage of common hazardous substances typical of those used in commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. The project will comply with all applicable rules of the Southern California Air Quality Management District. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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

No Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site is developed with three existing commercial buildings, the oldest having been built in 1949, and the newest having been built in 1986. The buildings, therefore, may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). The project does not propose any demolition of or modification to any of the existing on-site structures, substantially reducing the likelihood of any present asbestos fibers being released into the atmosphere. Given the project's proposed scope of work, and required compliance with existing State laws regarding removal, the proposed project would result in no impact related to asbestos and LBP.

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

No Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Furthermore, the project does not propose any demolition of or modification to any of the existing on-site structures, substantially reducing the likelihood of any present asbestos fibers being released into the atmosphere. Given the project's proposed scope of work, and required compliance with existing State laws regarding removal (if needed), the proposed project would result in no impact related to asbestos and LBP. Additionally, there are no existing or proposed schools within one-quarter mile of the project site, therefore, no impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

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

No Impact. The project site is not located within an airport land use plan area but is subject to a 250-foot height limit above elevation 790. The project involves the construction, use, and maintenance of a new 15,468 square-foot, two-story commercial retail and office building with a maximum height of 34 feet. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

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

No Impact. The project is located in close proximity to the nearest emergency route – Nordhoff Street (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

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

No Impact. The project site is located within a highly urbanized area of the City and does not include wildlands or high-fire-hazard terrain or vegetation. In addition, the project site is not identified by the City as being located within an area susceptible to fire hazards. Additionally, the proposed commercial development use would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, the project would

not subject people or structures to a significant risk or loss, injury, or death as a result of exposure to wildland fires. No impacts related to this issue would occur, and no mitigation is required.

X. HYDROLOGY AND WATER QUALITY

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

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

Less Than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems.

The project is expected to comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts and the City's Low Impact Development (LID) Ordinance. The purpose of the LID standards is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. The LID Ordinance requires that the project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. LID practices can effectively remove nutrients, bacteria, and metals while reducing the volume and intensity of stormwater flows.

The project involves the construction, use, and maintenance of a new two-story commercial retail and office building in an area characterized by commercial, residential, and recreational uses. The project does not involve the introduction of new activities or features that could be sources of contaminants that would degrade groundwater quality. As a result, the project would not create or contribute runoff water that would exceed the pollutant profile associated with the existing condition of the Project Site and its surroundings. As such, potential water quality impacts from the project would be less than significant, and no mitigation measures are required.

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

Less Than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on groundwater level if the project were to change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. The project is not adjacent to a well field nor part of a groundwater recharge area. As such, the project site is not a source of substantial groundwater recharge. Impacts on groundwater would be less than significant, and no mitigation is required.

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

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

Less Than Significant Impact. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.

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

Less than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water hydrology if the project were to result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The project site does not contain, nor is adjacent to, any stream or river. The project would connect to existing drainage infrastructure and therefore would not alter existing drainage patterns. Impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. Runoff from the project site would be collected on the site and directed towards existing storm drains in the project vicinity. Pursuant to local practice and City regulations, stormwater retention would be required as part of SUSMP implementation features and the requirements of the Low Impact Development (LID) ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the

project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation is required.

iv. Impede or redirect flood flows?

No Impact. The project site is located in an urbanized area that is currently served by storm drain infrastructure. The project would not change this local drainage pattern; therefore, the project would not have the potential to impede or redirect floodwater flows. No impact would occur, and no mitigation measures are necessary.

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

No Impact. A significant impact would occur if the project site were sufficiently close to the ocean or other water body to potentially be at risk of seismically induced tidal phenomena (e.g., seiche and tsunami), or was within a flood zone, and if the project site utilized, stored or otherwise contained pollutants that would be at risk of release if inundated. The Project Site is not located within a Tsunami Inundation Zone or Flood Zone. Furthermore, the proposed use does not involve the storage or use of substantial quantities of potential pollutants. No impacts would occur, and no mitigation measures are necessary.

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

No Impact. A significant impact could occur if the project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The project involves the construction, use, and maintenance of a new two-story commercial retail and office building. As compared to existing conditions, the project would not introduce different uses or potential sources of water pollutants. Moreover, the project would comply with the City's Low Impact Development (LID) ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. No impacts would occur, and no mitigation measures are necessary.

XI. LAND USE AND PLANNING

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Physically divide an established community?

No Impact. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which involves the construction, use, and maintenance of a new two-story commercial retail and office building in an urbanized area of Los Angeles, would not divide an established community. Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigation. The site is located within the Mission Hills – Panorama City – North Hills Community Plan Area. The project site is currently zoned [Q]C2-1VL, [T][Q]C2-1VL, and P-1VL with a General Plan land use designation of Neighborhood Office Commercial. The proposed project involves the construction, use, and maintenance of a new two-story commercial retail and office building. The proposed zone change of a portion of the site from [T][Q]C2-1VL to (T)(Q)C2-1VL is allowable within the General Plan land use designation. The project site’s existing zone designation of [T][Q]C2-1VL established by Ordinance No. 176116, imposes site specific conditions that limit the development on the site. The zone change would effectively remove the permanent Q-Conditions allowing for the proposed commercial retail and office building, uses permitted in C2 Zone. The proposed project would therefore conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision maker will determine whether the discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are address through compliance with existing regulations. Therefore, the impact would be less than significant.

XII. MINERAL RESOURCES

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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally important mineral recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Neighborhood Office Commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally or locally valuable mineral resource, and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Neighborhood Office Commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

XIII. NOISE

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

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

Less Than Significant Impact. According to the Construction and Traffic Noise Impact Analysis conducted by Rincon Consultants, Inc. dated July 2019, a noise impact is considered potentially significant if project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so. The project involves the construction, use, and maintenance of a new two-story commercial retail and office building. Construction noise levels will vary at any given receptor and are dependent on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and the presence or absence of barriers between the noise source and receptor. The project does not propose to deviate from any requirements of the Noise Element of the General Plan, Section 111 of the L.A.M.C., or any other applicable noise standard. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Construction noise is typically governed by ordinance limits on allowable times of equipment operations. The City of Los Angeles limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday. Therefore, impacts will be less than significant.

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

Less Than Significant Impact. The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from construction equipment would be well below the significance thresholds. Therefore, project impacts would be less than significant.

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

No Impact. The project is not located within two miles of a private airstrip or an airport land use plan. No impact will result.

XIV. POPULATION AND HOUSING

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less Than Significant Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The project proposes the construction, use, and maintenance of a new two-story commercial retail and office building on a site that is zoned for commercial uses. The project does not contain a residential component and does not involve the demolition of any existing on-site buildings. The proposed two-story commercial building would not

substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The project site is zoned for commercial uses and is currently improved with three commercial buildings and a surface parking lot. The project proposes the construction, use, and maintenance of a new two-story commercial retail and office building. The project does not contain a residential component and does not involve the demolition of any existing on-site buildings. The project does not represent a displacement of substantial numbers of existing housing as a new commercial development on a site that does not contain residential uses. Therefore, impacts will be less than significant.

XV. PUBLIC SERVICES

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

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

a) Fire protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Fire Station 7, located at 14630 Plummer Street, located approximately 0.8 miles northwest of the project site. The proposed project involves the construction, use, and maintenance of a new two-story commercial retail and office building, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

b) Police protection?

Less Than Significant Impact. The construction, use, and maintenance of new commercial building has the potential to increase the demand for police services in the area. However, the project site and the surrounding area are currently served by the LAPD Foothill Police Station at 12760 Osborne Street, approximately 2.9 miles northeast of the project site. Given that there is a police station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for police protection. Impacts will be less than significant.

c) Schools?

Less than Significant Impact. A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project involves the construction, use, and maintenance of a new two-story commercial building with retail and office uses. Although the project does not include a residential component, the addition of a new commercial retail and office building could potentially draw in new residents to the area as a result of new employment opportunities, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new commercial development. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project involves the construction, use, and maintenance of a new two-story commercial building with proposed commercial retail and office uses, which is unlikely to result in increased demand for parks and recreation facilities. The project includes a publicly accessible plaza, which is designed as the focal point of the development. The plaza is accessible from Terra Bella Street and provides for seating, shade trees, and a central fountain. The plaza provides a public open space that is engaging to pedestrians and is inviting to the public realm. In addition, the commercial building's second level features an open deck providing additional outdoor open space for employees. These project features would help reduce the demand for park space created by the proposed project to less than significant levels. Furthermore, non-residential development is exempt from park fees per LAMC Section 12.33. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.

e) Other public facilities?

No Impact. The proposed project involves the construction, use, and maintenance of a new two-story commercial retail and office building, which will not result in increased demand for library services and resources of the LAPL System. Therefore, the proposed project would result in no impact on library services.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The proposed project involves the construction, use, and maintenance of a new two-story commercial building. The project will not result in the addition of any new residential units that would potentially lead to increased use of existing neighborhood and regional parks or other recreational facilities. Therefore, the project will have no impact.

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

No Impact. The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. The project involves the construction, use, and maintenance of a new two-story commercial building. The project would not result in the addition of any residential units would otherwise potentially include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the project will have no impact.

XVII. TRANSPORTATION²

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than Significant Impact. The project will result in a net increase of 418 daily vehicle trips and a net increase of 3,682 net daily vehicle miles traveled (VMT) for the site. The net increase of 418 daily vehicle trips exceeds the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips that requires further VMT analysis. A letter from LADOT dated August 4, 2020, references a VMT analysis report prepared by Linscott, Law & Greenspan, Engineers citing that the proposed two-story commercial building will not result in a significant VMT impact. Therefore, it is not expected to contribute significantly to any traffic congestion or affect any congestion management program. Impacts will be less than significant.

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

Less than Significant Impact. A significant impact may occur if the adopted Los Angeles County Metropolitan Transportation authority (Metro) thresholds for a significant project impact would be exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of

² While the new VMT Transportation Thresholds have been adopted, this is in place as an option until July 1, 2020.

Los Angeles. The project will result in a net increase of 418 daily vehicle trips and a net increase of 3,682 net daily vehicle miles traveled (VMT) for the site. The net increase of 418 daily vehicle trips exceeds the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips that requires further VMT analysis. A letter from LADOT dated August 4, 2020, references a VMT analysis report prepared by Linscott, Law & Greenspan, Engineers citing that the proposed two-story commercial building will not result in a significant VMT impact. Therefore, it is not expected to contribute significantly to any traffic congestion or affect any congestion management program. Impacts will be less than significant.

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

No Impact. A significant impact could occur if a project were to include new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. The project site is currently developed with three commercial buildings and a surface parking lot. The proposed project involves the construction, use, and maintenance of a new two-story commercial building. The project will maintain common access driveways at the southwest corner of the site along Van Nuys Boulevard, and at the northeast corner along Terra Bella Street. The project will reconfigure the third existing common access driveway along the southwest end of the property along Terra Bella Street by closing off the section and shifting the access point northeast via curb cut. Adherence to all emergency response plan requirements set forth by the City and LAFD would be required through the duration of the project's construction and operation phases. There would be no impacts regarding hazards due to a design feature, and no mitigation is required.

d) Result in inadequate emergency access?

No Impact. A significant impact would occur if the proposed project would result in inadequate emergency access. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. Therefore, no impact will occur.

XVIII. TRIBAL CULTURAL RESOURCES

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

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

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

Less than Significant Impact. A significant impact would occur if the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, which is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(l). Therefore, impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. An informational letter was mailed to a total of 11 Tribes known to have resources in this area, on June 24, 2020, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On June 30, 2020, response was received from the Fernandeano Tataviam Band of Mission Indians (FTBMI) requesting consultation. On July 1, 2020,

a response was received from the Gabrieleno Band of Mission Indians-Kizh Nation, who requested consultation. A consultation with the Fernandefio Tataviam Band of Mission Indians was scheduled for August 13, 2020. On August 19, 2020, staff received an email from Jairo Avila, on behalf of the Tribal Historic and Cultural Preservation (THCP) Department of the Fernandefio Tataviam Band of Mission Indians, who indicated that the THCP Department had no further concerns with the Project based on the information that was provided, but that since the archaeology of the region is not well defined and has been heavily impacted by development, the Fernandefio Tataviam Band of Mission Indians requested that it be notified if and when cultural resources are encountered during implementation or should the project's plans change. FTBMI would like to assure that all cultural materials on the surface and subsurface of the project site and any inadvertent discovery, are properly documented, salvaged, and protected. The THCP Department requested that the TCR-2 mitigation measure is made part of the Project's Mitigated Negative Declaration and Conditions of Approval. Staff scheduled a consultation with the Gabrieleno Band of Mission Indians-Kizh Nation for September 16, 2020. On September 16, 2020 staff received an email from the Gabrieleno Band of Mission Indians-Kizh Nation, indicating that there was no longer a need for a consultation. Therefore, with the implementation of Mitigation Measure TCR-2, impacts related to tribal and cultural resources will be less than significant.

Mitigation Measures

TCR-2 The Lead Agency and/or applicant shall, in good faith, consult with the Fernandefio Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during the Project grading.

XIX. UTILITIES AND SERVICE SYSTEMS

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

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

Less Than Significant Impact. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, impacts related to wastewater treatment would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The proposed project involves the construction, use, and maintenance of a new two-story commercial building, which is not considered substantial in consideration of anticipated growth. The proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.

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

Less Than Significant Impact. The project will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.

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

Less Than Significant Impact. The proposed two-story commercial retail and office building will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32), which requires the recycling and proper disposal of solid waste. Impacts will be less than significant.

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

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. These regulations include:

- California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). AB 939 requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. These efforts have included permitting procedures for waste haulers and handlers.

- California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327), which requires local jurisdictions to adopt an ordinance requiring commercial buildings to provide an adequate storage area for the collection and removal of recyclable materials. The City of Los Angeles passed such an ordinance in 1997.
- AB 341 of 2012 requires businesses to arrange for recycling services.
- Los Angeles Green Code incorporates the CALGreen Code and is applicable to the construction of new buildings by addressing construction waste reduction, disposal, and recycling.
- Los Angeles Citywide Construction and Demolition Waste Recycling Ordinance requires haulers and contractors responsible for handling C&D waste to obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.

The proposed commercial development project must comply with federal, state, and local statutes and regulations relating to solid waste. Impacts will therefore be less than significant.

XX. WILDFIRE

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

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

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

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. As such, no impacts would occur, and no mitigation is required.

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

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. As such, no impacts would occur and no mitigation is required.

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

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. In addition, the Project Site is not identified by the City as being located within an area susceptible to fire hazards. As such, no impacts would occur and no mitigation is required.

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

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. In addition, as previously discussed, the Project Site is not susceptible to potential flooding or landslide, nor would the Project result in potential drainage changes. As such, no impacts would occur and no mitigation is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. Based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. The proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, impacts will be less than significant.

Exhibit C
Department Letters

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: June 25, 2020

To: Mr. Vince Bertoni, Director
Department of City Planning
Attn: Trevor Martin (Planning Assistant)

From: *Bertram Moklebust (for)*
Bertram Moklebust, P.E.
Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering

Subject: Case No. APCNV 2020-3302 (ZC): 14541 West Terra Bella Street, 14551 West Nordhoff Street and 9100 North Van Nuys Boulevard

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Zone Change adjoining the area involved:

1. Dedication Required:

Van Nuys Boulevard (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035 and a 20-foot radius property line return at the intersection with Nordhoff Street.

Nordhoff Street (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035 and a 20-foot radius property line return at the intersection with Terra Bella Street.

Terra Bella Street (Local Street) – None.

Note: If the existing buildings adjacent to Nordhoff Street and Van Nuys Boulevard are to remain, the applicant shall submit a survey, showing the footprints of the buildings relative to the right-of-way lines, then we can adjust our recommendations accordingly.

2. Improvements Required:

Van Nuys Boulevard – Construct a new full-width concrete sidewalk along the property frontage. Repair and or replace all broken, off-grade or bad order concrete curb, gutter and roadway pavement. Close all unused

driveways and upgrade all open driveways to BOE standards and ADA requirements. Reconstruct the curb ramp at the corner intersection with Nordhoff Street to comply with ADA requirements.

Nordhoff Street – Construct a new full-width concrete sidewalk along the property frontage. Repair all broken, off-grade or bad order concrete curb and gutter. Reconstruct the curb ramp at the corner intersection with Terra Bella Street to comply with ADA requirements.

Terra Bella Street – Construct a new concrete sidewalk along the property frontage. Repair and or replace all broken, off-grade or bad order concrete curb, gutter and roadway pavement. Upgrade all open driveways to comply with ADA requirements. Close all unused driveways.

Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than $\frac{1}{4}$ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than $\frac{1}{8}$ inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than $\frac{1}{4}$ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than $\frac{1}{8}$ inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment (818) 374-4699.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (818) 374-5005.

3. Provide proper drainage for streets being improved and for the site being developed.
4. There are mainline sewers in Van Nuys Boulevard, Nordhoff Street and Terra Bella Street with house connection laterals serving the property. Construction of the house connection laterals may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation from the Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering at (818) 374-5090.
6. Submit parking area and driveway plans to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 808-8604.

cc: Eric Lieberman
Valley District Office

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

14541 West Terra Bella Street
DOT Project ID No. 49379

Date: June 22, 2020

To: Deputy Advisory Agency
Department of City Planning

From: Brandon Wilson, Transportation Engineering Associate II
Department of Transportation

Subject: **CASE NO: APCNV-2020-3302-ZC**
ENV-2020-3303-EAF

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum 20-foot reservoir space is required between any security gate or parking space and the property line, or to the satisfaction of DOT.
2. A two-way driveway width of $W=30$ feet is required for all driveways, or to the satisfaction of DOT.
3. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
4. The subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: The applicant may be required to comply with any other applicable fees per this new ordinance.

If you have any questions, you may contact me at brandon.wilson@lacity.org or 818-374-4699.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

December 17, 2020

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Nicholas Hendricks

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE APCNV-2020-3302-ZC**
(14541 West Terra Bella St.) (EXPEDITE)

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please email lafdhydrants@lacity.org You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RD:jb
APCNV-2020-3302-ZC (EXPEDITE)

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(213) 202-2633 FAX (213) 202-2614

Letter sent via email to:
Trevor.martin@lacity.org
Planning.expedited@lacity.org

July 30, 2020

Trevor Martin, Planning Assistant
200 N. Spring Street, 7th Floor
Los Angeles, CA 90012

**DEPARTMENT OF RECREATION AND PARKS REPORT AND RECOMMENDATIONS
RELATIVE TO APCNV-2020-3302-ZC**

Dear Mr. Martin:

The City of Los Angeles Department of Recreation and Parks (RAP) has prepared the following report and recommendations in response to your request for comments relative to APCNV-2020-3302-ZC (project), a proposed zone change case.

RAP has no recommendations or comments regarding this project.

Thank you for the opportunity to provide information relative to recreation and park issues related to this proposed project. If you have any questions or comments regarding this information, please feel free to contact Park Fees staff, at 213-202-2682, at your convenience.

Sincerely,

DARRYL FORD
Acting Superintendent

DF:ml

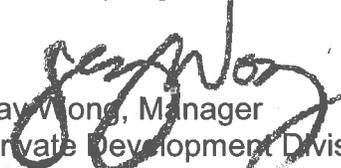
cc: Reading File



CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 7/20/2020

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From:  Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: APCNV 2020-3302 ZC

14541 Terra Bella St.

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

IMPROVEMENT CONDITION: Construct new street lights: five (5) on Terra Bella St., and one (1) on Van Nuys Blvd. If street widening per BOE improvement conditions, relocate and upgrade street lights; two (2) on Van Nuys Blvd., and two (2) on Nordhoff St.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

14541 Terra Bella Street
DOT Case No. SFV 19-48315

Date: January 9, 2020

To: Michelle Levy, Senior City Planner
Department of City Planning


From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED
MIXED-USE DEVELOPMENT PROJECT LOCATED AT 14541 TERRA
BELLA STREET**

The Department of Transportation (DOT) has reviewed the traffic impact analysis, dated June 2019 and submitted in November 2019, prepared by Linscott Law & Greenspan Engineers. The proposed mixed-use development is located at 14541 Terra Bella Street within the Mission Hills-Panorama City-North Hills Community Plan area of the City of Los Angeles. In order to evaluate the effects of the project's traffic on the available Transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the traffic study included a detailed analysis of seven intersections and determined that the project-related traffic would not significantly impact any of the study intersections as summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of a mixed-use development with multi-family (apartment), general office and retail land use components in two new buildings planned to be located within the portion of the site currently utilized for surface parking. The multi-family residential land use component totals 104 dwelling units, including 92 market-rate apartment dwelling units and 12 family-type affordable housing dwelling units. The general office land use component is planned to include a total of 5,395 square feet of building floor area. The retail land use component is planned to include a total of 7,086 square feet of building floor area for local community serving retail uses. The project is expected to be completed by the year 2025.

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

B. Trip Generation

The project is estimated to generate a net increase of approximately 735 daily trips, 48 trips during the a.m. peak hour and 63 trips during the p.m. peak hour.

The trip generation estimates are based on rates published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. A copy of the trip generation table can be found in **Attachment 2**.

C. Traffic Impacts

The study estimates that the project would not result in significant traffic impacts at any of the studied intersections.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction worksite traffic control plan be submitted to DOT 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. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035, which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design, and site access, etc. Per the new Mobility Element, **Van Nuys Boulevard** has been designated as a Boulevard II, which would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. This location of Van Nuys Boulevard is also part of the proposed East San Fernando Valley Transit Corridor Project. **Terra Bella Street** is a Local Street at project frontage, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The access to the proposed project site would be provided via a total of three driveways including the existing driveway on Van Nuys Boulevard and two driveways on Terra Bella Street. The Van Nuys Boulevard project driveway will accommodate access to surface parking spaces that will be located within the central portion of the project site. As currently occurs, this project driveway will be limited to right-turn ingress and egress turning movements due to proximity to the Van Nuys Boulevard/Nordhoff Street intersection. The Terra Bella Street north driveway will accommodate access to the structured parking beneath the multi-family residential

units (i.e., one at-grade level and one below grade level. The Terra Bella Street south driveway will accommodate access to the carport parking along the west side of the residential component and the surface parking for the commercial components. A copy of the site plan can be found in **Attachment 3**.

The review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (6262 Van Nuys Blvd., Room 320, Van Nuys 91401 @ 818-374-4699). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations and 16 feet for one-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Durre Shamsi at (818) 374-4694.

c: Marcos Sanchez, Council District 6
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Quyên Phan, BOE Land Development Group
Kevin Jaeger, Linscott Law & Greenspan

Attachment 1 Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

NO.	INTERSECTION	PEAK HOUR	[H]		[I]			[J]			[K]			SIGNIF. IMPACT [a]	CHANGE V/C [K4-G]	SIGNIF. IMPACT [a]
			YEAR 2019 V/C	LOS	YEAR 2019 EXISTING PROJECT V/C	LOS	CHANGE V/C [I2-D]	SIGNIF. IMPACT [a]	YEAR 2025 FUTURE PROJECT V/C	LOS	YEAR 2025 FUTURE W/O PROJECT V/C	LOS	YEAR 2025 FUTURE WITH PROJECT V/C			
1	Noble Avenue/ Nordhoff Street	AM PM	0.659 0.536	B A	0.661 0.538	B A	0.002 0.002	No No	0.711 0.582	C A	0.713 0.584	C A	0.002 0.002	No No		
2	Van Noy Boulevard/ Plummer Street	AM PM	0.642 0.611	B B	0.645 0.613	B B	0.003 0.002	No No	0.696 0.672	B B	0.699 0.675	B B	0.003 0.003	No No		
3	Van Noy Boulevard/ Nordhoff Street	AM PM	0.818 0.739	D C	0.825 0.747	D C	0.007 0.008	No No	0.909 0.809	E D	0.911 0.858	E D	0.007 0.009	No No		
4	Van Noy Boulevard/ Rayen Street	AM PM	0.540 0.507	A A	0.542 0.519	A A	0.002 0.003	No No	0.601 0.582	B A	0.605 0.585	B A	0.002 0.003	No No		
5	Van Noy Boulevard-Vesper Avenue/ Parthenia Street	AM PM	0.732 0.759	C C	0.732 0.765	C C	0.000 0.006	No No	0.810 0.882	D D	0.814 0.887	D D	0.004 0.005	No No		
6	Woodman Avenue/ Terra Bella Street	AM PM	0.776 0.763	C C	0.777 0.764	C C	0.001 0.001	No No	0.835 0.769	D C	0.837 0.761	D C	0.002 0.001	No No		
7	Woodman Avenue/ Nordhoff Street	AM PM	0.677 0.670	B B	0.680 0.674	B B	0.003 0.004	No No	0.726 0.722	C C	0.729 0.725	C C	0.003 0.003	No No		

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.900	C	equal to or greater than 0.040
>0.601 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Attachment 2 Project Trip Generation Estimate

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Multi-Family Residential [3]	92 DU	500	9	24	33	24	16	40
Affordable Housing - Family [4]	12 DU	49	2	4	6	2	2	4
General Office [5]	5,395 GSF	53	5	1	6	1	5	6
Retail [6]	7,086 GLSF	267	4	3	7	13	14	27
- Less Pass-by Adjustment (50%) [7]		(134)	(2)	(2)	(4)	(7)	(7)	(14)
TOTAL		735	18	30	48	33	30	63

[1] Sources: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE: "Trip Generation Manual," 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise] - General Urban/Suburban) trip generation average rates.

- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

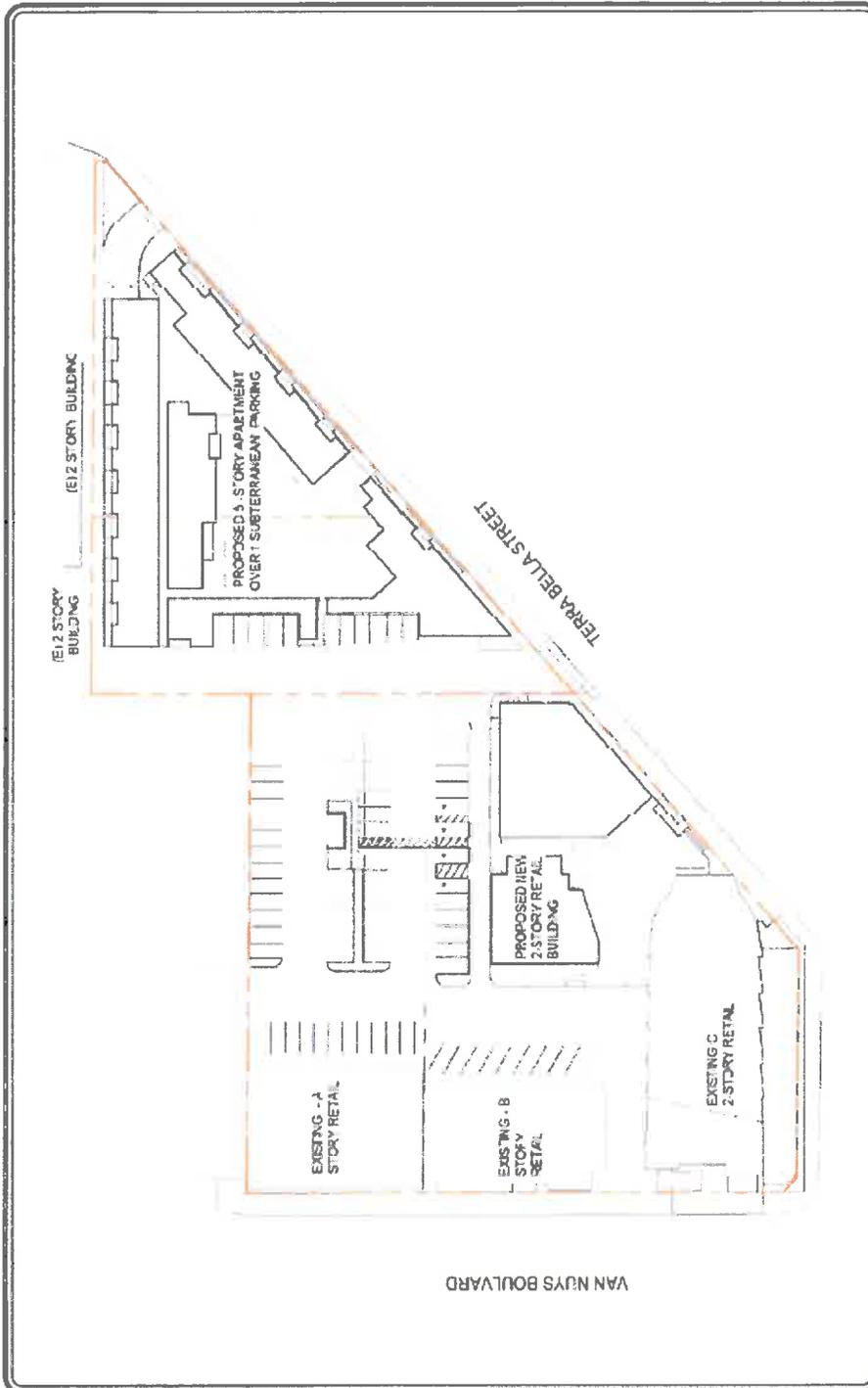
[4] LADOT trip generation average rates for affordable housing type Family.

- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[5] ITE Land Use Code 710 (General Office Building - General Urban/Suburban) trip generation average rates.

- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound

Attachment 3 Site Plan



CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

14541 West Terra Bella Street
DOT Project ID No. 49379

Date: June 22, 2020

To: Deputy Advisory Agency
Department of City Planning

From: Brandon Wilson, Transportation Engineering Associate II
Department of Transportation

Subject: **CASE NO: APCNV-2020-3302-ZC**
ENV-2020-3303-EAF

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum 20-foot reservoir space is required between any security gate or parking space and the property line, or to the satisfaction of DOT.
2. A two-way driveway width of $W=30$ feet is required for all driveways, or to the satisfaction of DOT.
3. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
4. The subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: The applicant may be required to comply with any other applicable fees per this new ordinance.

If you have any questions, you may contact me at brandon.wilson@lacity.org or 818-374-4699.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

14541 Terra Bella Street
DOT Case No. SFV 20-109192
DOT Project ID No. 49379

Date: August 4, 2020

To: Claudia Rodriguez, Senior City Planner
Department of City Planning



From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-
USE PROJECT AT 14541 TERRA BELLA STREET**

On January 9, 2020, the Department of Transportation (DOT) issued a transportation impact assessment report to the Department of City Planning for the mixed-use development project at 14541 Terra Bella Street which was subject to a traffic impact analysis, dated June 26, 2019 and submitted in November 2019, prepared by Linscott, Law & Greenspan, Engineers (LLG). However, subsequent to the release of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a supplemental CEQA analysis for the proposed project based on the thresholds set forth in DOT's Transportation Assessment Guidelines (TAG), in addition to the previous traffic impact analysis. The previous traffic impact analysis will suffice the non-CEQA portion of the traffic analysis. Please see the previous DOT assessment letter dated January 9, 2020 in conjunction with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the supplemental CEQA analysis prepared by LLG, dated July 17, 2020, for the proposed development project located at 14541 Terra Bella Street within the Mission Hills-Panorama City-North Hills Community Plan area of the City of Los Angeles. In compliance with SB 743 and the CEQA, an analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Original Project Description

The original proposed project consisted of a mixed-use development with multi-family (apartment), general office and retail land use components in two new buildings planned to be located within the portion of the site currently utilized for surface parking. The multi-family residential land use component totaled 104 dwelling units, including 92 market-rate apartment dwelling units and 12 family-type affordable housing dwelling units. The general office land use component was planned to include a total of 5,395 square feet of building floor area. The retail land use component was planned to include a total of 7,086 square feet of building floor area for local community serving retail uses.

Revised Project Description

The revised project consists of a multi-use development with general office and retail land use components in two new buildings to be located within the portion of the site currently utilized for surface parking. The revised project reflects the removal of the residential component proposed as part of the original project description. The revised project includes an increase in the commercial square footage with up to 9,603 floor area ratio [FAR] square feet of local community serving retail space and up to 5,865 FAR square feet of office space.

B. CEQA Screening Thresholds

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the 250 daily vehicle trips (DVT) screening threshold set forward by the Transportation Assessment Guidelines (TAG). The trip generation estimate was determined using the City of Los Angeles VMT Calculator Tool Version 1.3, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. When applicable, these estimates apply trip generation adjustments based on sociodemographic data and built environment factors of the project's surroundings. As seen on the VMT calculator screening pages provided in **Attachment A** and **Attachment B** of this report, the daily vehicle trips exceeded the threshold for both the original and revised projects. Therefore, the traffic analysis required further discussion of the following transportation impact thresholds:

1. Threshold T-1: Conflicting with City's Plans, Programs, Ordinances, or Policies

The supplemental VMT analysis evaluated the original and revised proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined by the applicant that both the proposed and revised project does not obstruct or conflict with the City's development policies and standards for the transportation system. The project applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code Section 12.26.J) and the other requirements pursuant to the City's Municipal Code.

2. Threshold T-2.1: Causing a Substantial Vehicle Mile Traveled (VMT)

A substantial amount of VMT is determined if the net DVT is greater than 250, the Daily Household VMT per Capita is 9.2, and the Daily Work VMT per Employee is 15.0 for the

North Valley APC.

Original Project

Using the VMT calculator, it was determined that the original project would generate a net increase of 828 daily vehicle trips and a net increase of 6,650 net daily VMT, therefore further analysis was required. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

Revised Project

Using the VMT calculator, it was determined that the revised project would generate a net increase of 418 daily vehicle trips and a net increase of 3,682 net daily VMT, therefore further analysis was required. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The applicant determined both the original and revised projects do not involve any design features that are unusual for the area or any incompatible use

C. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The DOT VMT Calculator tool measures project impact in terms of Household VMT per capita, and Work VMT per employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the North Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.2
- Daily Work VMT per Employee: 15.0

Original Project

As cited in the VMT analysis report prepared by Linscott, Law & Greenspan, Engineers, the VMT generated by the original project results in 7.6 Household VMT per Capita and 14.3 Work VMT per employee which are acceptable for the North Valley APC. Therefore, it is concluded that the implementation of the original project will not result in a significant VMT impact.

Revised Project

As cited in the VMT analysis report prepared by Linscott, Law & Greenspan, Engineers, the VMT generated by the revised project is not applicable. Therefore, it is concluded that the implementation of the revised project will not result in a significant VMT impact.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction worksite traffic control plan be submitted to DOT 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. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035, which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design, and site access, etc. Per the new Mobility Element, **Van Nuys Boulevard** has been designated as a Boulevard II, which would require a 40-foot half-width roadway with a 55-foot half-width right-of-way. This location of Van Nuys Boulevard is also part of the proposed East San Fernando Valley Transit Corridor Project. **Terra Bella Street** is a Local Street at project frontage, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The access to the proposed project site would be provided via a total of three driveways including the existing driveway on Van Nuys Boulevard and two driveways on Terra Bella Street. The Van Nuys Boulevard project driveway will accommodate access to surface parking spaces that will be located within the central portion of the project site. As currently occurs, this project driveway will be limited to right-turn ingress and egress turning movements due to proximity to the Van Nuys Boulevard/Nordhoff Street intersection. The Terra Bella Street north driveway will accommodate access to the structured parking beneath the multi-family residential units (i.e., one at-grade level and one below grade level). The Terra Bella Street south driveway will accommodate access to the carport parking along the west side of the residential component and the surface parking for the commercial components. A copy of the site plan can be found in **Attachment C**.

The review of this study does not constitute approval of the driveway dimensions, access, and circulation scheme. Those elements require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, Room 320, @ 818-374-4699). In order to minimize and prevent last-minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a

recommended width of 30 feet for two-way operations, 16 feet for one-way operations, or to the satisfaction of DOT. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. The ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Sheila Ahraian of my staff at (818) 374-4699.

c: Marcos Sanchez, Council District 6
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Clare Look-Jaeger, Linscott Law & Greenspan, Engineers

Attachment A City of LA VMT Calculator Results Original Project Description

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes
 No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 <small>Daily Vehicle Trips</small>	828 <small>Daily Vehicle Trips</small>
0 <small>Daily VMT</small>	6,650 <small>Daily VMT</small>

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	828 <small>Net Daily Trips</small>
The net increase in daily VMT ≤ 0	6,650 <small>Net Daily VMT</small>
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	7,086 <small>kst</small>

The proposed project is required to perform VMT analysis.

Proposed Project Land Use

Land Use Type	Value	Unit
Retail General Retail	7086	kst
Office General Office	5,188	kst
Housing Affordable Housing - Family	12	DU
Housing Multi-Family	93	DU
Retail General Retail	7,086	kst

Click here to add a single custom land use type (will be included in the above list)

Attachment A (cont'd)

City of LA VMT Calculator Results

Original Project Description

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: **Terra Bella Mixed-Use Project**

Scenario: **Original Project Description**

Address: **14541 W TERRA BELLA ST. 91402**



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	92	DU
Housing Affordable Housing - Family	12	DU
Office General Office	5,395	ksf

TDM Strategies

Select each section to show individual strategies.
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy.

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

Parking

Reduce Parking Supply

Proposed Pj Mitigation city code parking provision for the project site

Proposed Pj Mitigation actual parking provision for the project site

Unbundle Parking

Proposed Pj Mitigation monthly parking cost (dollar) for the project site

Parking Cash-Out

Proposed Pj Mitigation percent of employees eligible

Price Workplace Parking

Proposed Pj Mitigation daily parking charge (dollar)

Proposed Pj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits

Proposed Pj Mitigation cost (dollar) of annual permit

Transit

Education & Encouragement

Commute Trip Reductions

Shared Mobility

Bicycle Infrastructure

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
563 Daily Vehicle Trips	563 Daily Vehicle Trips
4,384 Daily VMT	4,384 Daily VMT
7.6 Household VMT per Capita	7.6 Household VMT per Capita
14.3 Work VMT per Employee	14.3 Work VMT per Employee

Significant VMT Impact?

<p>Household: No</p> <p>Threshold = 9.2 15% Below APC</p>	<p>Household: No</p> <p>Threshold = 9.2 15% Below APC</p>
<p>Work: No</p> <p>Threshold = 15.0 15% Below APC</p>	<p>Work: No</p> <p>Threshold = 15.0 15% Below APC</p>



Attachment B

City of LA VMT Calculator Results Revised Project Description

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes
 No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 <small>Daily Vehicle Trips</small>	418 <small>Daily Vehicle Trips</small>
0 <small>Daily VMT</small>	3,682 <small>Daily VMT</small>

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	418 <small>Net Daily Trips</small>
The net increase in daily VMT ≤ 0	3,682 <small>Net Daily VMT</small>
The proposed project consists of only retail land uses ≤ 50,000 square feet total	9,603 <small>ksf</small>

The proposed project is required to perform VMT analysis.



Attachment B (cont'd)

City of LA VMT Calculator Results

Revised Project Description

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Terra Bella Mixed-Use Project

Scenario: Revised Project Description

Address: 14541 W TERRA BELLA ST, 91402

Proposed Project Land Use Type	Value	Unit
Office General Office	5,055	ksf

TDM Strategies

Select each section to show individual strategies. Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy.

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Proposed Pj Mitigation

Reduce Parking Supply

City code parking provision for the project site:

Actual parking provision for the project site:

Proposed Pj Mitigation

Unfunded Parking

Monthly parking cost (dollar) for the project site:

Proposed Pj Mitigation

Parking Cash-Out

Percent of employees eligible:

Proposed Pj Mitigation

Price Workplace Parking

Daily parking charge (dollar):

Percent of employees subject to priced parking:

Proposed Pj Mitigation

Residential Area Parking Permits

Acres (dollar) of annual permits:

Proposed Pj Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
59 Daily Vehicle Trips	59 Daily Vehicle Trips
615 Daily VMT	615 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: N/A	Household: N/A
Threshold = 9.2 15% Below APC	Threshold = 9.2 15% Below APC
Work: N/A	Work: N/A
Threshold = 11.0 15% Below APC	Threshold = 11.0 15% Below APC

Attachment C Site Plan

