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Case Number: ENV-2018-3004-MND

Project Location: 9666-9668 N. Sunland Boulevard, Los Angeles, CA 91040

Community Plan Area: Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon

Council District: 7 - Rodriguez

Project Description: Construction of a two-story, 25 foot in height building with 6,006 square feet of floor area over a 1,430 square foot subterranean basement composed of six general office spaces, one medical office space, and one coffee shop on a currently vacant approximately 10,797 square foot site. The project will provide 12 automobile parking spaces at grade and 11 bicycle parking spaces (4 short term and 7 long term). A maximum of 800 cubic yards of grading is proposed.

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

David Muradyan

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 approximately 6,006 square foot commercial building project (“project”). The proposed project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the project will not result in significant impacts on the environment. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

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

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

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

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

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

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

2 EXECUTIVE SUMMARY

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

3 PROJECT DESCRIPTION

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

4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	9666-9668 SUNLAND BOULEVARD
ENVIRONMENTAL CASE NO.	ENV-2018-3004-MND
RELATED CASES	CPC-2018-3003-GPA-ZC-SPP

PROJECT LOCATION	9666-9668 SUNLAND BOULEVARD
COMMUNITY PLAN AREA	SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
GENERAL PLAN DESIGNATION	VERY LOW I RESIDENTIAL AND NEIGHBORHOOD COMMERCIAL
ZONING	RE40-1-K
COUNCIL DISTRICT	7

LEAD AGENCY	City of Los Angeles
STAFF CONTACT	LAURA FRAZIN STEELE
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PHONE NUMBER	818.580.2905

PROJECT DESCRIPTION

Construction of a two-story, 25 foot in height building with 6,006 square feet of floor area over a 1,430 square foot subterranean basement composed of six general office spaces, one medical office space, and one coffee shop on a currently vacant approximately 10,797 square foot site. The project will provide 12 automobile parking spaces at grade and 11 bicycle parking spaces (4 short term and 7 long term). A maximum of 800 cubic yards of grading is proposed.

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

ENVIRONMENTAL SETTING

The generally rectangular-shaped, flat, approximately 10,797 square foot project site is located within the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan area and the geographic area governed by the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan (Ordinance No. 175,736). The subject site is zoned RE40-1-K, and is such, is zoned as an Equine Keeping “K” District. The Community Plan designates the subject site for Very Low I Residential and Neighborhood Commercial land use. The project site is bounded by Sunland Boulevard to the north and lies between Wheatland Avenue to the east and Sunland Place to the west. Currently, the project site is vacant.

In addition to the “K” Zoning, ZIMAS designates the subject site as located within a geographic area governed by ZI-2438, which regulates distance requirements for equine keeping and habitable rooms on single-family lots. The subject site is located in a designated Hillside area and a BOE Special Grading Area (BOE Basic Grid Map A-13372). ZIMAS also identifies the subject site as a High Wind Velocity Area and a High Fire Severity Zone. Additionally, the subject site is located within the Verdugo Fault Zone on soil that is subject to liquefaction.

Sunland Boulevard is designated an Avenue I by the Mobility Plan 2035 with a designated right-of-way width of 100 feet and a designated roadway width of 70 feet. The Specific Plan designates Sunland Boulevard as a Scenic Highway (Specific Plan Map No. 1) and an Official Equestrian Trail (Specific Plan Map No. 3). The Specific Plan designates Wheatland Avenue as an Official Equestrian Trail (Specific Plan Map No. 3) which connects to the Non-Public Equestrian Trail system (Specific Plan Map No. 4). The northerly side of Sunland Boulevard is partially improved with an equestrian trail.

The surrounding area is developed with a combination of single-family residential and neighborhood commercial uses. The corner properties at Sunland Boulevard and Wheatland Avenue are zoned (Q)C1-1VL-K, C1-1VL-K, [Q]CR-1VL-K, and P-1VL-K, and are designed Neighborhood Commercial by the Community Plan. The southwest corner of Sunland Boulevard and Wheatland Avenue abutting the project site to the east is zoned C1-1VL-K and designated Neighborhood Commercial by the Community Plan. The site is improved with a two- and three-story commercial use including offices, a salon, and pet grooming. The northwest corner of Sunland Boulevard and Wheatland Avenue, which also abuts the project site, is zoned (Q)C1-1VL-K and [Q]CR-1VL-K and designated Neighborhood Commercial by the Community Plan. The site is developed with a two-story commercial use including a market on the first floor and offices on the second floor. The northeast corner of Sunland Boulevard and Wheatland Avenue is improved with a one-story commercial use zoned C1-1VL-K and P-1VL-K and designated Neighborhood Commercial by the Community Plan. The commercial uses include a restaurant,

fireplace cleaning establishment, and general retail uses. The southeast corner of Sunland Boulevard and Wheatland Avenue is zoned C1-1VL-K and P-1VL-K and designated Neighborhood Commercial by the Community Plan. The site is developed with a one-story commercial use including a restaurant, cleaners, and 7-Eleven.

To the south and west of the project site, properties are zoned RE40-1-K, designated Very Low I Residential, and are improved with one-story single-family residential uses. To the north of the project site across Sunland Boulevard, properties are zoned RA-1-K, designated Very Low I Residential, and improved with one-story single-family residential uses. To the east of the subject site, across Wheatland Avenue, properties are zoned RE40-1-K, designated Very Low I Residential, and improved with one-story single-family dwellings. Finally, to the northeast, beyond the commercial uses, properties are zoned RA-1-K, designated Very Low I Residential, and developed with one-story single-family residential uses.

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Laura Frazin Steele

PRINTED NAME

Laura Frazin Steele

SIGNATURE

City Planner

TITLE

10.15.2020

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

Construction of a two-story, 25 foot in height building with 6,006 square feet of floor area over a 1,430 square foot subterranean basement composed of six general office spaces, one medical office space, and one coffee shop on a currently vacant approximately 10,797 square foot site. The project will provide 12 automobile parking spaces at grade and 11 bicycle parking spaces (4 short term and 7 long term). A maximum of 800 cubic yards of grading is proposed.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The project site is located at 9666-9668 N. Sunland Boulevard within the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan area and the geographic area governed by the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan (Ordinance No. 175,736). The project site is bounded by Sunland Boulevard to the north and lies between Wheatland Avenue to the east and Sunland Place to the west (see Figures 1 and 2).



FIGURE 1. REGIONAL AND SITE LOCATION MAP



FIGURE 2. AERIAL PHOTOGRAPH

3.2.2 Existing Conditions

The generally rectangular-shaped, flat, approximately 10,797 square foot project site is located within the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan area and the geographic area governed by the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan (Ordinance No. 175,736). The subject site is zoned RE40-1-K, and is such, is zoned as an Equine Keeping “K” District. The Community Plan designates the subject site for Very Low I Residential and Neighborhood Commercial land use. The project site is bounded by Sunland Boulevard to the north and lies between Wheatland Avenue to the east and Sunland Place to the west. Currently, the project site is vacant (see Figure 3).



FIGURE 3. PROJECT SITE EXISTING CONDITIONS

In addition to the “K” Zoning, ZIMAS designates the subject site as located within a geographic area governed by ZI-2438, which regulates distance requirements for equine keeping and habitable rooms on single-family lots. The subject site is located in a designated Hillside area and a BOE Special Grading Area (BOE Basic Grid Map A-13372). ZIMAS also identifies the subject site as a High Wind Velocity Area and a High Fire Severity Zone. Additionally, the subject site is located within the Verdugo Fault Zone on soil that is subject to liquefaction.

Sunland Boulevard is designated an Avenue I by the Mobility Plan 2035 with a designated right-of-way width of 100 feet and a designated roadway width of 70 feet. The Specific Plan designates Sunland Boulevard as a Scenic Highway (Specific Plan Map No. 1) and an Official Equestrian Trail (Specific Plan Map No. 3). The Specific Plan designates Wheatland Avenue as an Official Equestrian Trail (Specific Plan Map No. 3) which connects to the Non-Public Equestrian Trail system (Specific Plan Map No. 4). The northerly side of Sunland Boulevard is partially improved with an equestrian trail.

3.2.3 Surrounding Land Uses

The surrounding area is developed with a combination of single-family residential and neighborhood commercial uses. The corner properties at Sunland Boulevard and Wheatland Avenue are zoned (Q)C1-1VL-K, C1-1VL-K, [Q]CR-1VL-K, and P-1VL-K, and are designed Neighborhood Commercial by the Community Plan. The southwest corner of Sunland Boulevard and Wheatland Avenue abutting the project site to the east is zoned C1-1VL-K and designated Neighborhood Commercial by the Community Plan. The site is improved with a two- and three-story commercial use including offices, a salon, and pet grooming. The northwest corner of Sunland Boulevard and Wheatland Avenue, which also abuts the project site, is zoned (Q)C1-

1VL-K and [Q]CR-1VL-K and designated Neighborhood Commercial by the Community Plan. The site is developed with a two-story commercial use including a market on the first floor and offices on the second floor. The northeast corner of Sunland Boulevard and Wheatland Avenue is improved with a one-story commercial use zoned C1-1VL-K and P-1VL-K and designated Neighborhood Commercial by the Community Plan. The commercial uses include a restaurant, fireplace cleaning establishment, and general retail uses. The southeast corner of Sunland Boulevard and Wheatland Avenue is zoned C1-1VL-K and P-1VL-K and designated Neighborhood Commercial by the Community Plan. The site is developed with a one-story commercial use including a restaurant, cleaners, and 7-Eleven.

To the south and west of the project site, properties are zoned RE40-1-K, designated Very Low I Residential, and are improved with one-story single-family residential uses. To the north of the project site across Sunland Boulevard, properties are zoned RA-1-K, designated Very Low I Residential, and improved with one-story single-family residential uses. To the east of the subject site, across Wheatland Avenue, properties are zoned RE40-1-K, designated Very Low I Residential, and improved with one-story single-family dwellings. Finally, to the northeast, beyond the commercial uses, properties are zoned RA-1-K, designated Very Low I Residential, and developed with one-story single-family residential uses.

Sunland Boulevard is designated an Avenue I by Mobility Plan 2035 with a designated right-of-way width of 100 feet and a designated roadway width of 70 feet. The Specific Plan designates Sunland Boulevard as a Scenic Highway (Specific Plan Map No. 1) and an Official Equestrian Trail (Specific Plan Map No. 3). The Specific Plan designates Wheatland Avenue as an Official Equestrian Trail (Specific Plan Map No. 3) which connects to the Non-Public Equestrian Trail system (Specific Plan Map No. 4). The northerly side of Sunland Boulevard is partially improved with an equestrian trail. The project is not located within a Prominent Ridgeline Protection area (Specific Plan Map No. 2).

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The two-story over 1,430 square foot subterranean basement, 25 foot in height structure with 6,006 square feet of floor area is comprised of 3,494 square feet of general office space (six separate offices ranging between 541-663 square feet), one 663 square foot medical office space, and one 659 square foot coffee shop. Two general offices (1A and 1B), the medical office, and the coffee shop are located on the first floor. A restroom is located in Office 1A, 1B, and the coffee shop. The second floor is designed to include four general offices (2A, 2B, 2C, and 2D) and a restroom in both Offices 2A and 2B. Covered walkways (446 square feet each) are located at the rear of first and second floors. The uses proposed by the applicant are allowed by right in the requested C1 Zone.

3.3.2 Parking and Access

Los Angeles Municipal Code (LAMC) Section 12.21 A.4 requires a total of 15 automobile parking spaces as follows:

TABLE 1. AUTOMOBILE PARKING REQUIREMENTS

Use	Square Footage	Requirement	Number of Spaces
Coffee shop	659	1/200 square feet	4
Medical office	663	1/200 square feet	4
Office	3494	1/500 square feet	7
Total			15

As permitted under LAMC Section 12.21 A.4, the required automobile parking spaces may be replaced by bicycle parking at a ratio of four bicycle parking spaces for every one automobile parking space not to exceed 20 percent (three spaces) of the required automobile parking. As such, the applicant is providing a total of 12 automobile parking spaces.

The 12 automobile parking spaces are located at the rear of the building along the southern property line. Access to the automobile parking area will be from Sunland Boulevard via a driveway that is proximal to the western property line.

Bicycle parking is proposed pursuant to LAMC Section 12.21 A.16(a)(2) as follows:

TABLE 2. BICYCLE PARKING REQUIREMENTS

Use	Square Footage	Short-Term	Long-Term
Coffee shop	659	2	2
Office	4,157	1/10,000 square feet (minimum 2)	1/5,000 square feet (minimum 2)
Total Required		4	4
Total Provided		4	7

The is proposing to provide four short-term bicycle racks located along the west side of the building abutting the driveway and seven long-term bicycle lockers within the subterranean basement.

3.3.3 Design and Architecture

Section 4 of the San Gabriel Verdugo Mountains Scenic Preservation Specific Plan defines a “Scenic Highway” as “Highways within the City of Los Angeles, which merit special controls for protection and enhancement of scenic resources...” and further defines “Scenic Highway Corridor” as “the area extending 500 feet on either side of the centerline of the roadway of each of the Scenic Highways.” Section 4 of the Specific Plan and Specific Plan Map No. 1 designate Sunland Boulevard as a Scenic Highway and include the project site within the Scenic Highway Corridor. Section 9 of the Specific Plan establishes Scenic Highway Corridors Viewshed Protection regulations. Section 9.A of the Specific Plan limits the height of all structures to a maximum of 30 feet. The project is designed to be a maximum of 25 feet, and therefore complies with Specific Plan height regulations. Section 9.B of the Specific Plan establishes development standards for commercial properties located in a Scenic Highway Corridor, including exterior lighting, roofs and roof mounted structures, undergrounding new utilities where feasible, fencing/gates and walls, landscaping, parking lot design, and pedestrian access. These development standards are mitigated herein as applicable to the project design.

Although the Specific Plan allows a maximum height of 30 feet along Scenic Highways, the project site is limited by Transitional Height regulations pursuant to LAMC Section 12.21.1 A.10. Transitional Height is required when a structure in a C or M Zoned lot is located within specified distances of an RW1 or more restrictive zoned lot. In this particular case, the applicant is

requesting a Zone Change from RE40-1-K to C1-1VL-K. If granted, the newly zoned C1 lot will be located within 49 feet of an RE40 Zoned lot to the west. As such, Transitional Height regulations limit the project to a maximum height of 25 feet. The project is designed to be a maximum height of 25 feet to the top of the building parapet.

In addition to designing the project to comply with height regulations, the project is designed to be compatible with the rustic nature of the surrounding community. The project design incorporates a combination of complementary building materials and colors, including stucco, stone veneer finish, wood slats, wood channel siding, and black anodized storefront. Black anodized aluminum wire guardrails are used along the open walkways, and black anodized aluminum decorative screen is utilized on the monument sign.

3.3.4 Landscaping

There are no trees on the subject site or in the Sunland Boulevard right-of-way. The drip line of an oak tree on a neighboring property is proximal to the western property line of the subject site.

Section 9.B.6 of the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan requires commercial sites on a Scenic Highway Corridor to provide a minimum 5 foot landscaped setback along the property line abutting a Scenic Highway Corridor. Planting requirements for the landscaped setback are one 15-gallon shade tree per 24 feet of linear frontage, four 5-gallon shrubs per 24 feet of linear frontage, and ground covering. Irrigation with an automatic sprinkler system is also required. The applicant is proposing to exceed the Specific Plan landscape requirements with a 5 foot landscaped frontage and a landscaped parkway planted with seven 15-gallon trees (Maidenhair Tree, Southern Magnolia), five 24-inch box Holly Oaks, and a combination of 41 Red-hot Poker and Dwarf Yeddo 5-gallon shrubs and 32 1-gallon Rosemary and Germander shrubs.

3.3.5 Lighting and Signage

In compliance with the Specific Plan and as required herein, the applicant will shield all exterior light fixtures to minimize the illumination of adjacent properties and to reduce glare. No floodlighting of the building or parking lot will be permitted.

Furthermore, application materials provided by the applicant indicate that the building entry and passageways will be illuminated. The exterior building elevations will be illuminated by up and down facing lights with energy saving fixtures. In ground and down facing lights will be used at walkways.

3.3.6 Signage

Section 9.C of the Specific Plan regulates the type, size, and design of signage along Scenic Highway Corridors. In accordance with the Specific Plan, the project site is limited to one monument sign along Sunland Boulevard. In compliance with the Specific Plan and as mitigated herein, all monument signs are limited to 6 feet in height and shall be externally lit or have individual letters/logos that are internally illuminated. Individual letters/logos are limited to 40 percent of the monument sign face. The design of the monument sign is required to be compatible with the proposed structure, and a fully irrigated landscaped area is to be distributed around the

sign base. Additionally, the Specific Plan prohibits the number of wall signs, and does not allow any wall sign to project more than 12 inches from the building face.

3.3.7 Sustainability Features

The City of Los Angeles Green Building Code and Title 24 regulations will be met.

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 11.5.6, a General Plan Amendment from Very Low I Residential and Neighborhood Commercial to Neighborhood Commercial across the entire site.
- Pursuant to LAMC Section 12.32 F, a Zone Change from RE40-1-K to C1-1VL-K to construct a two-story, 25 foot in height building with 6,006 square feet of floor area over a 1,430 square foot subterranean basement composed of six general office spaces, one medical office space, and one coffee shop.
- Pursuant to LAMC Section 11.5.7 C, San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan Project Permit Compliance Review.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant with Mitigation. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

Section 4 of the San Gabriel Verdugo Mountains Scenic Preservation Specific Plan defines a “Scenic Highway” as “Highways within the City of Los Angeles, which merit special controls for protection and enhancement of scenic resources...” and further defines “Scenic Highway Corridor” as “the area extending 500 feet on either side of the centerline of the roadway of each of the Scenic Highways.” Section 4 of the Specific Plan and Specific Plan Map No. 1 designate Sunland Boulevard as a Scenic Highway and include the project site within the Scenic Highway Corridor.

Section 9 of the Specific Plan establishes Scenic Highway Corridors Viewshed Protection regulations. Section 9.A of the Specific Plan limits the height of all structures to a maximum of 30 feet. The project is designed to be a maximum of 25 feet, and therefore complies with Specific Plan height regulations.

Section 9.B of the Specific Plan establishes development standards for commercial properties located in a Scenic Highway Corridor, including exterior lighting, roofs and roof mounted structures, undergrounding new utilities where feasible, fencing/gates and walls, landscaping, parking lot design, and pedestrian access. As mitigated herein, all exterior lighting will be compliant with the Specific Plan regulations to reduce glare along the Sunland Boulevard Scenic Highway. Additionally, mitigation measures herein related to roof and roof mounted structures will reduce impacts along the Sunland Boulevard Scenic Highway. While the applicant has stated that it is not feasible to underground existing utilities, no new utilities will be provided as a result of the project. Fencing, gates, and walls are mitigated herein to comply with Specific Plan regulations.

Section 9.B.6 of the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan requires commercial sites on a Scenic Highway Corridor to provide a minimum 5 foot landscaped setback along the property line abutting a Scenic Highway Corridor. Planting requirements for the landscaped setback are one 15-gallon shade tree per 24 feet of linear frontage, four 5-gallon shrubs per 24 feet of linear frontage, and ground covering. Irrigation with an automatic sprinkler system is also required. The applicant is proposing to exceed the Specific Plan landscape requirements with a 5 foot landscaped frontage and a landscaped parkway planted with seven 15-gallon trees (Maidenhair Tree, Southern Magnolia), five 24-inch box Holly Oaks, and a combination of 41 Red-hot Poker and Dwarf Yeddo 5-gallon shrubs and 32 1-gallon Rosemary and Germander shrubs. Furthermore, the applicant is providing five 24-inch Holly Oak trees in the 12-space automobile parking lot, which exceeds the City standard of one tree for every four parking spaces. Landscape plans will be prepared by a state licensed landscape architect.

Finally, Section 9.C of the Specific Plan regulates the type, size, and design of signage along Scenic Highway Corridors. As mitigated herein, all impacts due to development standards and signage along the Sunland Boulevard Scenic Highway Corridor will be less than significant.

AES-10. Aesthetics (Landscape Plan)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance

with Los Angeles Municipal Code requirements. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

- Landscaping shall be designed to minimize the visual impacts of the project as seen from the Sunland Boulevard right-of-way.
- There shall be a landscaped setback of not less than five feet along the property line fronting on Sunland Boulevard. The required landscaped setback shall be planted with a 5 foot landscape frontage and a landscaped parkway planted with seven 15-gallon trees shade trees, five 24-inch box shade trees, and a combination of 41 5-gallon shrubs and 32 1-gallon shrubs.
- The landscape plan shall include five 24-inch Holly Oak trees in the automobile parking lot.

AES-120. Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above.
- Floodlighting of buildings and parking lot areas is prohibited.

AES-130. Aesthetics (Glare)

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

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

AES-140. Aesthetics (Roof and Roof-Mounted Structures)

The roof shall be surfaced with non-glare material. With the exception of solar energy devices, all roof-mounted structures and equipment shall be completely screened from view from the Sunland Boulevard right-of-way. Screening materials shall be of a finish quality and shall be compatible with the materials and color of the building. Chain link fencing shall not be used for screening purposes.

AES-150. Aesthetics (Underground Utilities)

No new utilities shall be placed above ground.

AES-160. Aesthetics (Fencing, Gate Materials, and Walls)

Natural fencing and wall materials (e.g., wood, stone, brick) shall be used. Chain-link fencing that is brown or green in color shall be permitted and shall be landscaped with appropriate vines or other vegetation to screen the appearance of the fence. For safety and security purposes, the use of plant materials for screening shall be evaluated to insure any necessary visual access. The use of concertina wire and barbed wire is expressly prohibited.

AES-180. Signage

The project is limited to one monument sign and one wall sign to reduce impacts along the Sunland Boulevard Scenic Highway Corridor.

- To reduce glare, the monument sign shall be either externally lit or have individual letters/logos that are internally illuminated.
- Individual letters/logos shall not cover more than 40 percent of each face of the monument sign.
- The monument sign may not exceed 6 feet in height above the sidewalk grade.
- The monument sign shall be designed with stone veneer and black anodized aluminum decorative screening.
- A fully irrigated landscaped area at least two times the area of one sign face shall be distributed around the base of the monument sign.
- The wall sign shall not project more than 12 inches from the building face.

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 Mobility Element (Citywide General Plan Circulation System Maps) as well as the CalTrans website at www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm indicates that no State-designated scenic highways are located near the project site. Any impacts to Sunland Boulevard as a Scenic Highway as designated by the San Gabriel Verdugo Mountains Specific Plan are mitigated herein. Therefore, no impacts related to a State scenic highways would occur.

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

Less Than Significant with Mitigation. A significant impact would occur if the 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 a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area.

As previously stated, Section 4 of the Specific Plan defines a “Scenic Highways” as “Highways within the City of Los Angeles, which merit special controls for protection and enhancement of scenic resources...” and further define “Scenic Highway Corridor” as “the area extending 500 feet on either side of the centerline of the roadway of each of the Scenic Highways.” The Specific Plan designates Sunland Boulevard as a Scenic Highway (Section 4 and Specific Plan Map No. 1), and includes the project site within the Scenic Highway Corridor. Section 9 of the Specific Plan applies scenic corridor viewshed protection measures to projects located within a Scenic Highway Corridor. As mitigated herein, any impacts to the Sunland Boulevard Scenic Highway Corridor will be less than significant.

AES-10. Aesthetics (Landscape Plan), AES-120. Aesthetics (Light), AES-130. Aesthetics (Glare), AES-140. Aesthetics (Roof and Roof-Mounted Structures), AES-150. Aesthetics (Underground Utilities), AES-160. Aesthetics (Fencing, Gate Materials, and Walls), AES-180. Aesthetics (Signage)

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

Less Than Significant with Mitigation. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid-to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. However, as previously stated, the Specific Plan designates Sunland Boulevard as a Scenic Highway. Section 9 of the Specific Plan applies scenic corridor viewshed protection measures to projects located within a Scenic Highway Corridor, including regulations for exterior lighting. As mitigated herein, any impacts to exterior lighting will be reduced to a less than significant impact.

AES-120. Aesthetics (Light), AES-130. Aesthetics (Glare), AES-140 Aesthetics (Roof and Roof-Mounted Structures), AES-180. Aesthetics (Signage)

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

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

No Impact. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is currently vacant. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

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

No Impact. A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. ZIMAS identifies the project site as an Urban Agriculture Incentive Zone, but no agricultural uses are planned for the subject site. Therefore, no impacts would occur.

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

No Impact. A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.

III. AIR QUALITY

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

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

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

Less Than Significant Impact. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Based on published studies for similar projects, during the construction phase the proposed project would not likely exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), Sulfur Dioxide (SO2), and Sulfur Oxides (SOx). Proposed projects with less than 80 residential units, less than 75,000 square feet of non-residential use and less than 20,000 cubic yards of grading will not likely exceed SCAQMD construction or operational thresholds, and therefore will not require an air quality assessment. The proposed project involves 6,006 square feet of non-residential floor area (7,436 square feet in total including the subterranean basement) and 800 cubic yards of grading. Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. Motor vehicles that access the project site would be the predominant source of long-term project operations 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. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOx), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this size (6,006 square feet of floor area) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.

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

Less Than Significant With Mitigation. 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. Construction of the proposed project would not cause an odor nuisance.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. However, environmental impacts may result from project implementation due to the location of trash receptacles near the single-family residential uses abutting the proposed project to the west and south. With the implementation of mitigation measures proposed herein, any odor impacts due to trash receptacles will be reduced to a less than significant level.

AQ-60. Objectionable Odors (Commercial Trash Receptacles)

Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:

- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

IV. BIOLOGICAL RESOURCES

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

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

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

Less Than Significant With Mitigation. According to information provided by the applicant, no trees exist on the subject site or in the Sunland Boulevard right-of-way. As such, no trees will be

removed as a result of the proposed project. The drip line of an oak tree on a neighboring property is proximal to the western property line of the subject site. With mitigation, there will be no impact to the oak tree on the property to the west, and there will be no impact to species identified as a candidate, sensitive, or special status species.

BIO-60. Tree Preservation (Grading Activities)

- “Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of locally protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase and shall not be removed until the completion and cessation of all grading activities.

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

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

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

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in an urbanized area and developed with residential, office, and commercial uses. 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 urbanized nature of the project site and surrounding area, the lack of a major water body, and the lack of trees, 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?

Less Than Significant With Mitigation. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). No trees exist on the subject site or in the Sunland Boulevard right-of-way. As such, no trees will be removed as a result of the proposed project. The drip line of an oak tree on a neighboring property is proximal to the western property line of the subject site. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting and may be disturbed during construction of the proposed project. With mitigation, 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.

BIO-60. Tree Preservation (Grading)

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

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

V. CULTURAL RESOURCES

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project site is currently vacant and has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on SurveyLA, the citywide survey of Los Angeles or the City's HistoricPlacesLA website. SurveyLA identifies Air Raid Siren 98 located on Wheatland Avenue (approximately 150 feet south of Sunland Boulevard) as a Non-Parcel Resource. However, Air Raid Siren 98 is located approximately 100 feet from the southeastern boundary of the subject site and will not be impacted by the proposed development. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of the proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If

human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097) relating to the disposition of Native American burials will be adhered to. Impacts to Native American burials are discussed elsewhere and mitigated herein (see Section XVIII. Tribal Cultural Resources). Therefore, the impact would be less than significant.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 With Mitigation. During plan check, the City will assure that the project plans comply with existing LAMC requirements for energy-efficiency including compliance with Green Building Code requirements. Permeable porous asphalt pavement is utilized on the driveway and throughout the automobile parking area. Furthermore, landscaping and irrigation is incorporated into the project design and mitigated herein to exceed Specific Plan requirements. As such, the project will not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Compliance with LAMC energy standards, project design features, and mitigation measures herein will reduce energy impacts to less than significant with mitigation.

ENERGY-1. Permeable porous asphalt pavement shall be used on the driveway and throughout the parking area.

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

Less Than Significant Impact. As a regulatory requirement, the project will be reviewed for consistency with applicable state and local plans for renewable energy and efficiency. The Los Angeles Municipal Code incorporates the California Green Building Standards Code Title 24 standards which require projects to provide energy saving features. Compliance with regulatory requirements will reduce energy impacts to a less than significant level.

VII. GEOLOGY AND SOILS

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

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

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

Less Than Significant Impact. ZIMAS records show that the proposed project site is located within the Verdugo Fault Zone. The applicant submitted a Preliminary Geotechnical Engineering and Engineering Geology Investigation prepared by Sassan Geosciences, Inc. (SAS) dated July 9, 2018 (see Appendix A). This report was reviewed and found acceptable by the Los Angeles Department of Building and Safety as documented in the Geology and Soils Report Approval Letter dated August 20, 2018 (Log # 104534) as conditioned therein (see Appendix B). The applicable conditions in the SAS investigation (applicability as determined by LADBS) and the LADBS Geology and Soils Approval Letter conditions are by reference incorporated herein. Furthermore, the Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, any impacts due to rupture of a known earthquake fault are less than significant.

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, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

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

Less Than Significant Impact. 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. While the subject site is located within a Liquefaction Zone, specific Regulatory Compliance Measures in the City of Los Angeles regulate the grading and construction of projects in these particular types of locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include the Uniform Building Code Chapter 18, Division 1, Section 1804.5: Liquefaction Potential and Soil Strength Loss. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Furthermore, as previously stated, the applicant submitted a geology and soils report to the Department of Building and Safety for review. The Building and Safety, Grading Department issued a Soils Approval Letter dated August 20, 2018 (Log Reference #104534) and their conditions are incorporated herein, by reference. See

Appendices A and B). Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

Less Than Significant 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. While the subject site is located within a hillside area, the applicant submitted a Preliminary Geotechnical Engineering and Engineering Geology Investigation prepared by Sassan Geosciences, Inc. (SAS) dated July 9, 2018 to the Department of Building and Safety for review. The Building and Safety, Grading Department issued a Soils Approval Letter dated August 20, 2018 (Log Reference #104534) and their conditions are incorporated herein, by reference (see Appendices A and B). As such, impacts related to landslide would be less than significant.

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

Less Than Significant With Mitigation. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed project, which would include a subterranean basement. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter (see Appendix B) dated August 20, 2018 (Log Reference #104534). Therefore, with the implementation of mitigation measure herein and those incorporated by reference, any impacts due to short-term erosion will be reduced to a less than significant level.

GEO-20. Erosion/Grading/Short-Term Construction Impacts

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

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. As discussed above, development of the proposed project would have the potential to expose people and structures to rupture of a known earthquake fault or liquefaction. However, as discussed above, development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including 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. According to the Safety Element of the City of Los Angeles General Plan, Oil Field and Oil Drilling Areas Map, Exhibit E (1996), 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 are maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter dated August 20, 2018 (Log Reference #104534) the potential for landslide lateral spreading, subsidence, liquefaction or collapse due to rupture of a known earthquake fault would be less than significant (see Appendices A and B).

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

Less Than Significant Impact. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

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

Less Than Significant Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in an 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, impacts would be less than significant.

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

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

VIII. GREENHOUSE GAS EMISSIONS

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

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 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 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. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. 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 and impacts would 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 more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG

emissions, as required by AB 32. The project would provide commercial employment opportunities along a bus route (Metro Bus 222) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The commercial employment opportunities offered by the project are proximal to existing housing in the area. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site is currently vacant, and no known hazardous materials are on the subject site. As such, a less than significant impact is expected involving the release of hazardous materials into the environment.

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

Less Than Significant Impact. Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. Stonehurst Elementary School is located approximately 1 mile to the northwest of the subject site at 9851 Stonehurst Avenue. 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 in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. 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?

Less Than Significant Impact. Sunland Boulevard is designated an emergency route (City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit H, November 1996.) However, 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 with mitigations herein (see Section XVII. Transportation). Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). As mitigated elsewhere herein (see Section XVII Transportation), the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no significant impact would occur.

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

Less Than Significant Impact. A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. ZIMAS shows that the subject site is located in a Very High Fire Hazard Severity Zone, High Wind Velocity Area, and Hillside area. The Los Angeles City General Plan, *Critical Facilities and Lifeline Systems*, Exhibit D, shows that the site is located in a Mountain Fire District. As such, the project site is subject to wildland fires. However, the proposed project would be designed and constructed in accordance with State and local Building and Fire Codes, including installing sprinklers and planting fire resistant landscaping as appropriate, to reduce the potential for exposure of people or structures to wildfires to the maximum extent possible. As mitigated elsewhere herein (see Section XX Wildfire), the impact of

the project in exposing people or structures to a risk of loss, injury, or death involving wildland fires, would be less than significant.

X. HYDROLOGY AND WATER QUALITY

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB), or otherwise substantially degrades surface or ground water quality. Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. According to the SAS Preliminary Geotechnical Engineering and Engineering Geology Investigation dated July 9, 2018 submitted by the applicant (see Appendix A), ground water was not found at the subject site. However, historical high ground water level is at a depth of 30 feet below the ground surface. The report provided by SAS was approved by the Los Angeles Department of Building and Safety and conditions are by reference incorporated herein (Geology and Soils Report Approval Letter, August 20, 2018, Log # 104534; see Appendix B). As such, any impacts to groundwater supplies or recharge as a result of the proposed project will be less than significant.

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

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

Less Than Significant Impact. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. The applicant's plans show that the project is using permeable porous asphalt paving on the driveway and throughout the parking lot as conditioned herein (see Section VI Energy). Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.

iv. Impede or redirect flood flows?

Less Than Significant Impact. A significant impact would occur if project operations or construction or operations would impede or redirect flood flows. ZIMAS and NavigateLA show that the proposed project site is located outside of a flood zone. ZIMAS shows that the site is not located on a watercourse. There are no streams or rivers located in the project

vicinity. According to the Safety Element of the City of Los Angeles General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the subject site is not located within a 100-year floodplain but is south of a 500-year flood plain. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. As mitigated elsewhere herein (see Section VI Energy), the proposed project would result in less than significant impacts related to impeded or redirected flood flows.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. Hansen Dam is located approximately 3.6 miles to the northwest; however, as discussed above, NavigateLA and ZIMAS designate the subject site as outside of a flood zone. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 35 miles northeast of the Pacific Ocean. Therefore, the project would have less than significant impact related to pollutants released due to inundation by seiche, tsunami, or mudflow.

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

Less Than Significant Impact. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board. The proposed project would be required to comply with the National Pollutant Discharge Elimination System standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the LID Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan, as an LAMC requirement to address water runoff

and storm water pollution. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No Impact. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new office/coffee shop use with 6,006 square feet of floor area over a 1,430 square foot subterranean basement, will be developed in an urbanized area in Los Angeles, and would not divide an established community. Therefore, no impact would occur.

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

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Sunland-Tujunga-Lake View Terrace Shadow Hills-East La Tuna Canyon Community Plan Area. The site is zoned RE40-1-K, with a dual General Plan land use designation of Neighborhood Commercial and Very Low I Residential. The proposed project would be comprised of a two-story, 25 foot in height building with 6,006 square feet of floor area over a 1,430 square foot subterranean basement (maximum floor area ratio of 0.6:1) composed of six general office spaces, one medical office space, and one coffee shop on a currently vacant approximately 10,797 square foot site. The project will provide 12 automobile parking spaces at grade and 11 bicycle parking spaces (4 short term and 7 long term). A maximum of 800 cubic yards of grading is proposed. The applicant is requesting a General Plan Amendment to Neighborhood Commercial to permit a consistent land use designation across the entire site and a Zone Change to C1-1VL-K. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

XII. MINERAL RESOURCES

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

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

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

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

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 With Mitigation. A significant impact would occur if the project caused a substantial temporary or permanent increase in noise levels above existing ambient levels in excess of standards established in the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. However, the project site abuts single-family residential uses to the west and south, and temporary increases in noise levels may occur during grading and construction. With the implementation of mitigation measures herein, any impacts due to grading and construction will be reduced to a less than significant level. Furthermore, the abutting residential uses may be impacted by noise due to parking on the site. As mitigated herein, impacts due to parking will be reduced to a less than significant level.

NOISE-20. Increased Noise Levels (Grading and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

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

NOISE-30. Increased Noise Levels (Parking Wall)

Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:

- A minimum 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones to the south and west shall be constructed if no such wall exists.

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

Less Than Significant Impact. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations for grading and construction, the project would result in a less than significant impact related to construction vibration.

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

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport, public use airport, private airstrip or airport land use plan. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.

XIV. POPULATION AND HOUSING

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

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

Less Than Significant Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of a commercial building comprised of general office space, medical office space, and a coffee shop. The structure will include 6,006 square feet of floor area over a 1,430 square foot subterranean basement. The proposed project would not create a substantial increase in residential population, and any residential population growth resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Sunland-Tujunga-La View Terrace-Shadow Hills-East La Tuna Canyon Community Plan. Furthermore, any population growth as a result of the proposed project is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately 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?

No Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project is to be constructed on a vacant lot, and no residential structures will be demolished. Therefore, there is no impact to displacement of a substantial number of people or housing.

XV. PUBLIC SERVICES

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

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

a) Fire protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Fire Station 77, located at 9224 Sunland Boulevard (approximately 1.1 mile southwest of the project site). The proposed project would result in a net increase of 6,006 square feet of commercial space over a 1,430 square foot subterranean basement, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations in close proximity to the project site (LAFD Fire Station 74 located at 7777 Foothill Boulevard, approximately 2.8 miles northeast of the subject site and LAFD Fire Station 24 located at 9411 Wentworth Street, approximately 2.5 miles to the northeast of the subject site), 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. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

b) Police Protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 6,006 square feet of commercial space over a 1,430 square foot subterranean basement and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Foothill Station located at 12760 Osborne Street (approximately 4.7 miles to the northwest of the subject site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called in. Therefore, the proposed project would result in a less than significant impact related to police protection services.

c) Schools?

Less Than Significant Impact. A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 6,006 square feet of commercial floor area over a 1,430 square foot subterranean basement, which could increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 6,006 square feet of commercial floor area that could result in increased demand for parks and recreation facilities. However, the relatively small increase in commercial floor area would result in a less than significant impact on park facilities in the area. Therefore, the proposed project could not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered park facilities.

e) Other public facilities?

Less Than Significant Impact. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site. If this were to occur, the construction of new or physically altered public facilities would cause significant environmental impacts. The proposed project would result in 6,006 square feet of commercial floor area, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, a commercial project of this type and size would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

XVI. RECREATION

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

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

Less Than Significant Impact. The subject site is zoned RE40-1-K, and as such, is zoned as an Equine Keeping “K” District. In addition to the “K” Zoning, ZIMAS designates the subject site as located within a geographic area governed by ZI-2438, which regulates distances between equine uses and habitable rooms on single-family lots. As previously discussed, the San Gabriel Verdugo Mountains Scenic Preservation Specific Plan designates Sunland Boulevard as an Official Equestrian Trail (Specific Plan Map No. 3). The Specific Plan designates Wheatland Avenue as an Official Equestrian Trail (Specific Plan Map No. 3) which connects to the Non-Public Equestrian Trail system (Specific Plan Map No. 4). The northerly side of Sunland Boulevard is partially improved with an equestrian trail, but there is no equestrian trail along the southern side of Sunland Boulevard where the project is proposed to be sited. As such, the proposed project would not impact equestrian trails in the vicinity.

A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 6,006 square feet of commercial floor area that could result in increased demand for parks and recreation facilities. However, the relatively small increase in commercial floor area would result in a less than significant impact on park facilities in the area. Therefore, the proposed project could not 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.

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

Less Than Significant Impact. The proposed project does not include recreational facilities, and is amply served by existing recreational facilities in the surrounding area. As previously stated, the San Gabriel Verdugo Mountains Scenic Preservation Specific Plan designates Sunland Boulevard as an Official Equestrian Trail (Specific Plan Map No. 3). The Specific Plan designates Wheatland Avenue as an Official Equestrian Trail (Specific Plan Map No. 3) which connects to the Non-Public Equestrian Trail system (Specific Plan Map No. 4). The northerly side of Sunland Boulevard is partially improved with an equestrian trail, but there is no equestrian trail along the southern side of Sunland Boulevard where the project is proposed to be located. It would not be beneficial to construct an equestrian trail at the subject site, since there is not an existing trail along the southern side of Sunland Boulevard. A trail at the subject site would not connect to the existing trail system. Therefore, the project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, and any impact to recreational facilities would be less than significant.

XVII. TRANSPORTATION

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant With Mitigation. A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The applicant submitted a Trip Generation Assessment prepared by Crain and Associates dated September 25, 2018. No information is available from the Los Angeles Department of Transportation (LADOT) regarding this document. However, according to information provided by LADOT on January 14, 2020, no LADOT review is required since total vehicle trips are less than 150.

The City of Los Angeles Mobility Plan 2035 discusses the need for pedestrian access and safety. The use of concrete walkways throughout the proposed project provide for pedestrian access and safety from vehicular traffic. As mitigated herein, the proposed project complies with the Mobility Plan 2035 and does not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

TR-100. Pedestrian Access and Safety

Pavers and/or concrete walkways shall be utilized around all sides of the structure (north, south, east, and west) to ensure pedestrian access and safety to and from Sunland Boulevard, the automobile parking area, and the short-term bike racks.

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

Less Than Significant Impact. CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts; "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The City of Los Angeles Transportation Assessment Guidelines state that a transportation assessment is required under the following circumstances:

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

According to information provided by LADOT on January 14, 2020, no LADOT review is required since total vehicle trips are less than 150. Therefore, the proposed project does not conflict with and is not inconsistent with CEQA Guidelines Section 15064.3, and any impacts are less than significant.

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

Less Than Significant With Mitigation. A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features. However, traffic may have potentially significant impacts on pedestrians and horses on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards would be reduced to less than significant.

TR-40. Safety Hazards.

Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycles, equine, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

TR-80 Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

d) Result in inadequate emergency access?

Less Than Significant With Mitigation. Sunland Boulevard is designated an emergency route (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) While the proposed project would not require the closure of any public or private streets, it is possible that environmental impacts could occur. With regulatory compliance measures and mitigation, as proposed herein, any impacts to Sunland Boulevard as an emergency route will be less than significant.

TR-50. Inadequate Emergency Access

Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

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

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

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

Less Than Significant With Mitigation. A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove historical resources with cultural value to a Native American Tribe that are 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 project site is currently vacant, and has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. The site was not found to be a potential historic resource based on SurveyLA, the citywide survey of Los Angeles or the City's HistoricPlacesLA website.

Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide

notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site. An informational letter was mailed to a total of ten (10) Tribes known to have resources in this area on January 13, 2020. At that time, the Tribes were notified that 1,000 cubic yards of grading (export) was proposed.

Fernandeño Tataviam Band of Mission Indians. A request for tribal consultation was received from the Fernandeño Tataviam Band of Mission Indians on February 10, 2020, and the Tribe requested a copy of the applicant's geotechnical report, cultural resources assessment report, and grading/excavation plans. A copy of the LADBS Soils and Geology Approval Letter and the SAS Investigation (see Appendices A and B) were emailed to the Tribe on February 10, 2020. The applicant did not prepare a cultural assessment for the proposed project. Consultation by telephone between Planning staff and Jairo Avila, M.A., RPA, Tribal Historic and Cultural Preservation Officer of the Fernandeño Tataviam Band of Mission Indians, took place on February 25, August 18, and October 1, 2020. Consultation took place over several virtual meetings to discuss changes in the project description, including grading. During consultation, Mr. Avila asked if utilities would be undergrounded, and was informed by Planning staff that no new utilities would be added and existing utilities would not be undergrounded. According to Mr. Avila, the archaeology of this region is not well defined and has been heavily impacted by past development; therefore, the Tribe would like to assure that all cultural materials on the surface and subsurface are properly documented, salvaged, and protected. Mr. Avila requested a copy of the Mitigated Negative Declaration when published and asked that the following measure be made part of the Mitigated Negative Declaration:

TCR-1. The Lead Agency and/or applicant shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during the Project grading. Contact: Fernandeño Tataviam Band of Mission Indians (818) 837-0794 email: thcp@tataviam-nsn.us.

Planning staff explained that a recommendation would be made to contact the Tribe directly in the event of an inadvertent discovery, and agreed to send a copy of the Mitigated Negative Declaration when published and notification of the public hearing. Consultation was closed on October 6, 2020.

Gabrieleno Band of Mission Indians-Kizh Nation. A request for tribal consultation was also received from the Gabrieleno Band of Mission Indians-Kizh Nation on January 17, 2020. Consultation with the Gabrieleno Band of Mission Indians-Kizh Nation was held on February 26, 2020, and was attended by Planning staff, Andrew Salas, Chairman, and Matthew R. Teutimez, Tribal Biologist. The Tribe requested a copy of the applicant's geotechnical report, which was sent. The Tribe asked if the subject site is comprised of new soil or previously moved soil; Planning staff does not have access to that information.

On August 4, 2020, Planning staff contacted the Gabrieleno Band of Mission Indians-Kizh Nation to inform them of the change in project design, including grading. A second consultation was scheduled for September 30, 2020. Consultation was cancelled by the Tribe, but in an email exchange on October 1, 2020, the Tribe provided confidential information showing that Tribal cultural resources could be impacted during the project grading and construction phases. Consultation with the Gabrieleno Band of Mission Indians-Kizh Nation was closed on October 6, 2020. With the mitigation incorporated herein, any impacts to Tribal cultural resources would be reduced to a less than significant level.

Sacred Lands File Search. Planning staff requested that the Native American Heritage Commission (NAHC) conduct a Sacred Lands File Search. On March 12, 2020, a letter was received from the NAHC stating that the results of the search were positive (see Appendix C). The letter refers Planning staff to the Gabrieleno Band of Mission Indians-Kizh Nation for additional information.

Tribal-10. Archeological Monitors and Tribal Monitors

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

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

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

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

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project, including the Gabrieleno Band of Mission Indians – Kizh Nation and the Fernandeño Tatavian Band of Mission Indians; (2) and OHR.
2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (a) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (b) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (c) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (d) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.
6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the

recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

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

Less Than Significant With Mitigation. See a) above

Tribal-10. Archeological Monitors and Tribal Monitors

XIX. UTILITIES AND SERVICE SYSTEMS

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption, wastewater generation, storm water drainage, electric power, natural gas, or telecommunications facilities 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 addition of 6,006 square feet of floor area for a commercial use as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Furthermore, the General Plan Framework Element (originally adopted by the City Council in 1966 and readopted in 2001) sets forth a citywide comprehensive long-range growth strategy. Chapter 9 of the Framework Element, Infrastructure and Public Services, identifies the viability of the infrastructure system, including power, as supplied by the Los Angeles Department of Water and Power, and telecommunications, as provided by public and private entities. The goals, objectives, and policies contained in the Framework Element are implemented on a citywide basis to ensure the adequacy of development. The Southern California Gas Company provides natural gas to City residents, and the net addition of a 6,006 square foot commercial use constructed over a 1,430 square foot subterranean basement would not exceed capacity. Finally, both the Department of Water and Power and the Southern California Gas Company utilize energy efficient policies and programs as regulated by the state and the city so that the capacity of infrastructure systems remain adequate to serve City residents. Therefore, the proposed project would have a less than significant impact related to water or wastewater, energy, natural gas, and/or telecommunications infrastructure.

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 net addition of a 6,006 square foot commercial use over a 1,430 square foot subterranean basement as a result of the proposed project would be consistent with citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements

and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan. 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 supplies.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

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

Less Than Significant Impact. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.

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

Less Than Significant Impact. A significant impact would occur if the proposed project failed to comply with federal, state, and local management and reduction statutes and regulations related to solid waste. In compliance with Assembly Bill (AB) 939 and regulatory compliance measures, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.

XX. WILDFIRE

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

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

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

Less Than Significant Impact. The City of Los Angeles Emergency Management Department coordinates with City departments, municipalities, and community-based organizations to ensure that the City and its residents have the resources to prepare, respond, and recover from emergencies, disasters and significant events. The City's Emergency Operations Organization comprises all agencies of the City's government, including Fire. The Los Angeles Fire Department actively engages in disaster preparedness and includes fire as one of 13 federally identified threats to the City. Therefore, the addition of a 6,006 square foot commercial structure over a 1,430 square foot basement will not significantly impair any adopted emergency response plan or emergency evacuation.

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

Less Than Significant With Mitigation. A significant impact would occur if the proposed project exposed project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. ZIMAS shows that the subject site is located in a Very High Fire Hazard Severity Zone, High Wind Velocity Area, and Hillside area. According to the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit D, the site is located in a Mountain Fire District. As such, the project site is subject to wildland fires. The subject site is located at the base of the Verdugo and San Gabriel Mountains and east of the Santa Susana Mountains, where wildfires have caused significant damage in the past. It is possible that pollutant concentrations from wildfires in these mountain ranges could negatively impact the subject site. The proposed project would be designed and constructed in accordance with state and local Building and Fire Codes, including installing sprinklers and planting fire resistant landscaping as appropriate, to reduce the potential for exposure of people or structures to wildfires to the maximum extent possible. In the event of a nearby wildfire, access to the site can be limited as required at the discretion of City agencies (LAFD, LAPD). With mitigation proposed herein, any impacts involving pollutant concentrations from a wildfire would be less than significant.

XX-10. Wildfire.

Project occupants are subject to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The proposed mitigation measure will reduce risks of wildfire and pollutant concentrations due to wildfire:

- Prior to the issuance of a building permit, the applicant shall review the site design in consultation with the Fire Department.
- All plant material used will be subject to Fire Department review and approval to mitigate wildfire risks.

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

Less Than Significant With Mitigation. A significant impact would occur if the project site or proposed structure required 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. Project review and approval by LAFD will be required as mitigated herein and as required by the LAMC to determine that the installation and maintenance of associated infrastructure is consistent with fire safety regulations and does not result in impacts to the environment.

XX-10. Wildfire

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

Less Than Significant Impact. ZIMAS shows that the subject site is located in a Very High Fire Hazard Severity Zone, High Wind Velocity Area, and Hillside area. According to the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit D, the site is located in a Mountain Fire District. The subject site is located at the base of the Verdugo and San Gabriel

Mountains, where wildfires have caused significant damage in the past. However, as previously discussed, the proposed project has been reviewed for soil stability and has been appropriately mitigated herein. It is unlikely that downstream flooding would occur, as the subject site is not located in proximity to a body of water. Therefore, less than significant impacts would occur due to runoff, post-fire slope instability, or drainage changes.

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 checked="" type="checkbox"/>	<input 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 in 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. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels.

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

Less Than Significant With Mitigation. A significant impact may occur if the proposed project, in conjunction with the 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. Implementation of the mitigation measures identified would reduce cumulative impacts to less than significant levels.

MAN-10 Cumulative Impacts

There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

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

Less Than Significant Impact. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

5 PREPARERS AND PERSONS CONSULTED

Fernandeño Tataviam Band of Mission Indians, Jairo F. Avila, M.A., RPA.
Tribal Historic and Cultural Preservation Officer

Gabrieleno Band of Mission Indians - Kizh Nation, Matthew R. Teutimez
Tribal Biologist and Andrew Salas, Chairman

Native American Heritage Commission, Steven Quinn, Cultural Resources Analyst

Los Angeles Department of Building and Safety

SASSAN Geosciences, Inc. (SAS)

6 REFERENCES, ACRONYMS AND ABBREVIATIONS

ACM - asbestos-containing materials

AQMP – Air Quality Management Plan

BMP – Best Management Practices

BOS – City of Los Angeles Bureau of Sanitation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CEQA – California Environmental Quality Act

CFGC – California Fish and Game Code

CMP – Congestion Management Program

DTSC – California Department of Toxic Substances Control

GHG – greenhouse gasses

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAFD – Los Angeles Fire Department

LAGBC – Los Angeles Green Building Code

LAMC – Los Angeles Municipal Code

LAPD – Los Angeles Police Department

LBP – lead-based paint

LID – low impact development

LST – localized significance thresholds

MBTA – Migratory Bird Treaty Act

Metro – Los Angeles County Metropolitan Transportation Authority

MND – Mitigated Negative Declaration

NAHC – Native American Heritage Commission

PRC – California Public Resources Code

RAP – Los Angeles Department of Recreation and Parks

REC – Recognized Environmental Condition

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCAQMD – South Coast Air Quality Management District

SCS – Sustainable Communities Strategy

UBC – Uniform Building Code

USFWS – U.S. Fish and Wildlife Services

July 9, 2018

BIAYNA
Engineering and Construction
9751 Wheatland Avenue
Los Angeles, CA 91040

Subject: Preliminary Geotechnical Engineering and
Engineering Geology Investigation
9666-9668 Sunland Boulevard, Los Angeles
SAS File Number: 8BIA147

Dear Sirs:

SASSAN Geosciences, Inc. (SAS) has completed a preliminary geotechnical engineering and engineering geology investigation for the subject property. Our investigation was performed to determine the nature of surface and subsurface soils and to evaluate their physical and engineering properties. The results were then analyzed, and recommendations for foundation design and related parameters were prepared. This report presents our findings and recommendations.

LOCATION AND SITE DESCRIPTION

The project site is located on the South side of Sunland Boulevard in the Sunland area of Los Angeles. A vicinity map is presented on Figure A-1 in Appendix A of this report.

The property is square shaped with dimensions of one hundred and fifteen (115) feet wide by ninety-four (94) feet deep. The site is currently vacant, however most of the site is asphaltic paved, and a concrete slab is present that formerly supported a small structure.

The property is bordered by one (1) and two (2) story commercial buildings to the East, single family residence to the South and West, and Sunland Boulevard, to the North.

OBJECTIVE

The owner wishes to assess the geotechnical and geological characteristics of the underlying ground in order to construct a two-story commercial building over a one-story basement. A plot plan indicating the locations of the proposed improvements is presented on Figure A-2 in Appendix A of this report.

FIELD INVESTIGATION

Subsurface explorations were performed twice on May 20, 2018 and May 21, 2018 and involved drilling four (4) boreholes to a maximum depth of approximately fifty (50) feet. The drilling operation for the fifty feet (50) feet borehole was performed utilizing an eight-inch diameter hollow stem auger mounted on a drilling rig. Two and one-half-inch (2.5) diameter split spoon ring samples and standard penetration test (SPT) samples were obtained from the borehole with a thirty (30) inch drop of a one-hundred-forty (140) pound hammer. The other boreholes were performed using a hand auger. Two and one-half-inch (2.5) diameter split spoon ring samples were obtained from the borehole. Earth materials encountered were classified in accordance with the visual-manual procedures of the Unified Soil Classification System.

A plot plan indicating the approximate borehole locations is presented on Figure A-2 in Appendix A of this report.

GEOLOGY

The site is located near the northern margin of the Verdugo Mountain, where the hillside terrain merges with valley terrains North of the site.

Published geologic maps (Dibblee 1991) indicate that the site is underlain by Alluvium, while the hillside terrain, to the south and west is underlain by granitic rocks and /or conglomeratic sandstone of the Topanga Formation.

Our field investigation, which consisted of three hand auger boreholes and one deep hollow – stem-auger boring, generally confirmed the published geologic conditions.

As observed in our subsurface, investigation, the site is mantled with fill deposits, ranging in thickness from one (1) to two (2) feet, underlain by native Alluvial soils up to thirty-five (35) feet, in turn underlain by bedrock to the depth explored. The fill was probably placed to level the site for asphalt paving and previous usage of the site.

The Alluvial deposits to depth explored, consisted of interbedded silts, sandy silts, clayey silts, and silty sands with gravel.

Ground water was not found. However, Seismic hazard zone maps published by the state indicate that historical high ground water level is at a depth of thirty (30) feet below ground surface.

A copy of a regional geologic map (Dibblee) is presented on Figure D-1 in Appendix D of

EARTH MATERIALS

The earth materials encountered in the boreholes consist fill up to a depth of two (2) feet, underlain by alluvium up to thirty-five (35) feet, in turn is underlain by bedrock which extends to the depths explored. Detailed logs of the boreholes are presented on Figures B-1a, B-1b, and B-2, B-3 and B-4 in Appendix B of this report.

GROUNDWATER

Groundwater seepage was not encountered in the boreholes to the depths explored. However, Seismic Hazard Evaluation for the Burbank Quadrangle by the State of California indicates that the highest historic water level in this area was recorded at approximately thirty (30) feet below the ground surface. A copy of Highest Ground Water Levels map is presented on Figure C-2 in Appendix C of this report.

LABORATORY TESTING

Moisture content (ASTM D 2216) and shear strength (ASTM D 3080) tests were performed for selected samples of soil considered to be representative of those encountered. The results of direct shear tests are presented on Figure B-5 in Appendix B of this report. Evaluation of the test data is reflected throughout this report.

LIQUEFACTION

The subject property is shown on the “State of California Seismic Hazard Zones” map presented on Figure C-1 in Appendix C of this report. The site is located within a potential, seismically induced liquefaction hazard zone.

Causes Of Soil Liquefaction

The basic cause of liquefaction of sands has been understood, in a qualitative way, for many years. If a saturated sand is subjected to ground vibrations, it tends to compact and decrease in volume; if drainage is unable to occur, the tendency to decrease in volume results in an increase in pore water pressure, and if the pore water pressure builds up to the point at which it is equal to the overburden pressure, the effective stress becomes zero, the sand loses its strength completely, and it develops a liquefied state.

In more quantitative terms, it is now generally believed that the basic cause of liquefaction in saturated cohesionless soils during earthquakes is the buildup of excess hydrostatic pressure due to the application of cyclic shear stresses induced by the ground motions. These stresses are generally considered to be due primarily to upward propagation of shear waves in a soil deposit, although other forms of wave motions are also expected to occur. Thus, soil elements can be considered to undergo a series of cyclic stress conditions. The stress series being somewhat random in pattern but nevertheless cyclic in nature.

As a consequence of the applied cyclic stresses, the structure of the cohesionless soil tends to become more compact with a resulting transfer of stress to the pore water and a reduction in stress on the soil grains. As a result, the soil grain structure rebounds to the extent required to keep the volume constant, and this interplay of volume reduction and soil structure rebound determines the magnitude of the increase in pore water pressure in the soil (Martin et al, 1975). The mechanism can be quantified so that the pore pressure increases due to any given sequence of stress applications can be computed from a knowledge of the stress-strain characteristics, the volume change characteristics of the sand under cyclic strain conditions, and the rebound characteristics of the sand due to stress reduction.

As the pore water pressure approaches a value equal to the applied confining pressure, the sand begins to undergo deformations. If the sand is loose, the pore pressure will increase

suddenly to a value equal to the applied confining pressure, and the sand will rapidly begin to undergo large deformations with shear strains that may exceed ~20 percent or more. If the sand will undergo virtually unlimited deformations without mobilizing significant resistance to deformation, it can be said to be liquefied. If, on the other hand, the sand is dense, it may develop a residual pore water pressure, on completion of a full stress cycle, which is equal to the confining pressure (a peak cyclic pore pressure ratio of 100%), but when the cyclic stress is reapplied on the next stress cycle, or if the sand is subjected to monotonic loading, the soil will tend to dilate, the pore pressure will drop if the sand is undrained, and the soil will ultimately develop enough resistance to withstand the applied stress. However, it will have to undergo some degree of deformation to develop the resistance, and as the cyclic loading continues, the amount of deformation required to produce a stable condition may increase. Ultimately, however, for any cyclic loading condition, there appears to be a cyclic strain level at which the soil will be able to withstand any number of cycles of a given stress without further increase in maximum deformation (De Alba et al, 1976). This type of behavior is termed “cyclic mobility” and it is considerably less serious than liquefaction, its significance depending on the magnitude of the limiting strain. It should be noted, however, that once the cyclic stress applications stop, if they return to a zero stress condition, there will be a residual pore water pressure in the soil equal to the overburden pressure, and this will inevitably lead to an upward flow of water in the soil which could have deleterious consequences for overlying layers.

Liquefaction of a sand in this way may develop in any zone of a deposit where the necessary combination of in-situ conditions and vibratory deformations may occur. Such a zone may be at the surface or at some depth below the ground surface, depending only on the state of the sand and the induced motions.

However, liquefaction of the upper layers of a deposit may also occur, not as a direct result of the ground motions to which they are subjected, but because of the development of liquefaction in an underlying zone of the deposit. Once liquefaction develops at a some depth in a mass of sand, the excess hydrostatic pressures in the liquefied zone will dissipate

by flow of water in an upward direction. If the hydraulic gradient becomes sufficiently large, the upward flow of water will induce a “quick” or liquefied condition in the surface layers of the deposit. Liquefaction of this type will depend on the extent to which the necessary hydraulic gradient can be developed and maintained; this, in turn, will be determined by the compaction characteristics of the sand, the nature of ground deformations, the permeability of the sand, the boundary drainage conditions, the geometry of the particular situation, and the duration of the induced vibrations.

It is now possible to analyze the generation and dissipation of pore water pressures in soil deposits during and following earthquakes (Finn et al, 1977; Liou et al, 1977; Martin and Seed, 1979; Seed et al, 1976), and the results of such studies can provide valuable insights into possible site behavior in some cases. However, the level of analytical capability used in these studies has probably outstretched our engineering ability to provide details of soil profile stratification and soil property determinations with sufficient accuracy to make the analytical results reliable. Furthermore, in dealing with sands, silty sands and silts, for which most liquefaction problems occur, dissipation effects during an earthquake are not significant. Accordingly it is customary to base evaluations of soil liquefaction or cyclic mobility potential on the assumption that all sand layers are undrained during the period of earthquake shaking. If under undrained conditions, it can be shown that every layer in a soil profile has an adequate margin of safety against the development of liquefaction or cyclic mobility, then no significant pore pressures will be generated and consideration of pore pressure dissipation is unnecessary. This approach is followed in the procedures outlined in the following pages for evaluating the liquefaction potential of soil deposits.

General Method Of Evaluating Liquefaction Potential

The liquefaction potential of any given soil deposit is determined by a combination of the soil properties, environmental factors and characteristics of the earthquake to which it may

be subjected. Specific factors which any liquefaction evaluation should desirably take into account include the following:

Soil Properties:

- Dynamic shear modulus
- Damping characteristics
- Unit weight
- Grain characteristics
- Relative density
- Soil structure

Environmental Factors:

- Method of soil formation
- Seismic history
- Geologic history (aging, cementation)
- Lateral earth pressure coefficient
- Depth of water table
- Effective confining pressure

Earthquake Characteristics:

- Intensity of ground shaking
- Duration of ground shaking

Findings

The analyses were performed to evaluate the potential hazards of soil liquefaction at the subject property due to earthshaking during a major earthquake. The analyses were

performed for all the soil layers encountered in the borehole utilizing the data obtained during the field exploration (depths of soil layers SPT tests; field blow count values from Standard Penetration Tests) and from the laboratory test results (unit weight of soil; percentage of the fine materials passing through #200 sieve).

Our analysis indicates that the native earth materials underlying the subject property possess factors of safety against liquefaction in excess of minimum Code requirements and are not prone to liquefaction. A copy of the liquefaction analysis is presented in Appendix D of this report.

CONCLUSIONS AND RECOMMENDATIONS

General

The referenced property is considered to be suitable for the proposed construction from a geotechnical engineering and engineering geology standpoint, provided that our recommendations are incorporated into the approved construction plans.

The conclusions and recommendations presented here are based on our observations at the site during our investigation, engineering judgment, and analysis of the soil samples obtained from the boreholes. Minor variations of subsurface conditions are common, and major variations are possible.

General Grading

Grading areas must be stripped of all vegetation, debris, and other deleterious material. All loose soil disturbed by the removal of trees and/or structures (if applicable) must be removed and recompacted.

The existing fill is up to approximately two (2) feet thick and is not suitable for foundation support. In addition, it is anticipated that the upper layer of earth materials up to approximately three (3) feet thick, will be disturbed during the demolition of the existing structure. At locations where new fill is proposed, the existing fill and disturbed soil must be entirely removed and replaced with a certified engineered fill. The proposed new fill must be placed in horizontal layers, and must be benched into undisturbed alluvium.

Temporary Excavations and Shoring

Based on the integrity of the site earth materials, it is our opinion that the unsurcharged temporary excavations may be performed continuously in accordance with the following table:

Maximum Depth of Cut (ft)	Maximum Slope Ratio (H:V)
0-5	Vertical
>5	1:1

When the above system becomes impractical, shoring has to be designed for the temporary excavations. If such a condition arises, this office can provide the necessary strength parameters needed in the design of shoring elements.

The contractor may perform the excavation under continuous monitoring of a grading inspector who would ensure the quality of grading and presence of competent earth materials. The excavations may be left open for a temporary period of four (4) weeks. A

grading inspector must be present when laborers are working within five (5) feet of the temporary cut area.

Slot-Cut Recommendations

At locations where the depth of the temporary excavation is greater than the distance between the excavation and the property line or adjacent structures, the excavations may be performed in an “A-B-C” slot-cut manner. The following are our recommendations for slot-cutting:

1. The entire length of the proposed excavation must be divided into 6-foot long equally spaced segments. The results of the analysis of the stability of temporary excavations are presented in Appendix E of this report.
2. The segments must be designated as “A”, “B”, “C”, “A”, “B”, “C” and so on.
3. Only “A” segments may be excavated at the same time.
4. Bottom preparation of the slot-cut excavations must be inspected by Grading Deputy Inspector and approved by the consulting soils engineer.
5. Place the reinforcing steel of the foundation per approved plans, and place additional horizontal rebar extensions in the excavations. The extensions must be bent at the ends of the segments. These extensions are to be straightened during rebar placement in the adjacent segments.
6. Pour the retaining wall footing with concrete and construct the wall.

7. After the concrete obtains the required strength, install a subdrain system and place engineered backfill behind the retaining wall.
8. Excavate segments “B” and repeat steps 4 through 7.
9. Excavate segments “C” and repeat steps 4 through 7.
10. A representative from this office will be required to provide continuous inspection during the proposed slot cutting.

Foundations

The proposed building and retaining walls must be supported by continuous footings, spread footings, or a combination of both. The footings must be founded into undisturbed alluvium. In addition, the bottoms of proposed footings must be below a plane with a slope of one horizontal to one vertical (1:1) projected upward from the bottom edge of adjacent existing footings.

A bearing capacity of up to the maximum value of 2,000 psf may be used for footings twenty-four (24) inches wide and founded twenty-four (24) inches into undisturbed alluvium. The allowable bearing capacity may be increased by twenty (20) percent for every additional foot of width or depth to a maximum value of 2,400 psf.

The allowable bearing value is for dead-plus-live loads and may be increased by thirty (30) percent for momentary wind and seismic loads. The following minimums apply to all footings:

1. Footings must be founded at a minimum depth of twenty-four (24) inches into undisturbed alluvium.
2. Footings must be reinforced with a minimum of four (4) #4 bars - two at the top and two at the bottom. The final design of the footings must be provided by a structural engineer in conjunction with this office.
3. Active earth pressure increasing at a minimum rate of 35 psf per foot of depth must be used in the design of cantilevered retaining walls of the proposed basement, and at-rest earth pressure increasing at a minimum rate of 71 psf per foot of depth must be used in the design of basement retaining walls that are braced at the top and the bottom. Our analyses indicate, that the values of static and combined static and seismic earth pressures are below the above recommended values, therefore additional earth pressure due to seismic forces does not need to be applied to the proposed retaining walls. The results of the earth pressure analyses are presented in Appendix F of this report.
4. A coefficient of friction of 0.25 must be utilized for resisting lateral loads at the contact surface of concrete and foundation soils.
5. Passive earth pressure increasing at the maximum rate of 250 psf per foot of depth, to a maximum of 2,500 psf, may be used in calculations.
6. Frictional and passive resistance of end-bearing foundations may be combined, provided the passive bearing resistance does not exceed two-thirds of the allowable passive bearing.
7. All concrete elements of the substructure, which are in contact with the soil, must be constructed from concrete based on Cement Type V for highly corrosive soils.

Subdrain System

The retaining walls must be provided with perforated pipe and gravel subdrain to prevent entrapment of water in the backfill. The perforated pipe must consist of four-inch (4”) minimum diameter PVC Schedule 40, or ABS SDR-35, with a minimum of sixteen (16) perforations per foot on the bottom one-third of the pipe. Every foot of the pipe should be embedded in three (3) cubic feet of three-quarter-inch (3/4”) gravel wrapped in filter fabric (Mirafi 140N or equal). The subdrain system behind the basement retaining walls will be located below the street level and will not drain via gravity. The subdrain water must be collected in a concrete catch basin and pumped to the street via sump-pumps.

In addition, the retaining walls of the basement must be provided with extensive damp-proofing. The damp-proofing must be designed by a water proofing specialist.

Settlements

Maximum total and differential settlements are expected to be less than one (1) and one-half (½) inches respectively, provided that our recommendations are followed.

Seismic Hazards

The subject property is shown on the “State of California Seismic Hazard Zones” map presented on Figure C-1 in Appendix C of this report. The site is located within the seismically induced liquefaction hazard zone. However, our analysis indicates that this site is not prone to liquefaction analysis.

Seismic Parameters

The seismic parameters for the design of the proposed structure based on the 2016 California Building Code are as follows:

Latitude	34° 14' 49" N
Longitude	118° 21' 29" W
Site Classification	D
Site Coefficient, F_a	1.0
Site Coefficient, F_v	1.5
Site Spectral Response Acceleration Parameters (g):	
Mapped Acceleration, S_S (0.2 sec.)	2.492
Mapped Acceleration, S_1 (1 sec.)	0.895
Adjusted Maximum Acceleration, S_{MS} (0.2 sec.)	2.492
Adjusted Maximum Acceleration, S_{M1} (1 sec.)	1.342
Design Acceleration, S_{DS} (0.2 sec.)	1.661
Design Acceleration, S_{D1} (1 sec.)	0.895

Conformance with the above listed criteria for seismic design does not constitute any kind of warranty, guarantee, or assurance that significant structural damage or ground failure will not occur if a maximum level earthquake occurs. The primary goal of seismic design is to protect life and limb, and to prevent catastrophic failures, and not to avoid all damage, since such design may be economically prohibitive.

Engineered Fill

All fill earth materials must consist of clean soil that is free of vegetation and other debris. The fill must be placed in six- (6-) to eight- (8-) inch thick lifts at near optimum moisture content and compacted. Particles larger than three (3) inches in diameter must not be allowed in the backfill material. Earth materials must not be imported to the site without prior approval by the soil engineer. All engineered fill must be compacted to a minimum of ninety (90) percent of its maximum dry density (ASTM D 1557). Where cohesionless soil having less than fifteen (15) percent finer than 0.005 millimeter is used for fill, it must be compacted to a minimum of ninety-five (95) percent of its maximum dry density. Neither jetting nor water tamping are permitted.

Heavy construction equipment must be maintained at a minimum distance of three (3) feet from the existing structures. Hand-operated compaction equipment must be used to compact the backfill soils within this 3-foot-wide zone.

Internal Concrete Slabs-On-Grade

The subgrade for the proposed internal concrete slabs-on-grade must consist of undisturbed alluvium or a minimum two (2) foot thick layer of certified compacted fill. The subgrade soils beneath the proposed internal concrete slabs-on-grade must be pre-saturated to a depth of eighteen (18) inches prior to placing the concrete. The competent subgrade must be covered with four (4) inches of crushed miscellaneous aggregate (CMA) and compacted to ninety-five percent (95%) of its maximum dry density (ASTM D 1557). The CMA must be covered with one (1) inch of sand. The sand must be covered by a ten (10)-mil vapor barrier. The vapor barrier must be installed so that the edges of the sheet overlap at least twelve (12) inches onto any adjacent sheet. The vapor barrier must be covered with one (1) inch of sand. The sand must be covered with four (4) inches of non-expansive hard rock concrete mix (3/4" max. rock size). The reinforcement must be a minimum of #4 bars at

sixteen (16) inches on center in both directions. The reinforcement must be placed at the mid-depth of the concrete slab. The slab must be covered with a vapor barrier for at least two (2) days to slow the curing time, reduce the shrinkage crack potential and be self-watering.

Driveway

The subgrade for the proposed driveway must consist of undisturbed alluvium or a minimum two (2) foot thick layer of certified compacted fill. The competent subgrade must be covered with four (4) inches of crushed miscellaneous aggregate (CMA) and compacted to ninety-five percent (95%) of its maximum dry density (ASTM D1557). The CMA must be covered by asphalt concrete, concrete slab, stone pavers or equal.

Pipe Bedding and Trench Backfill

The pipe bedding must consist of sand or similar granular material having a minimum sand equivalent value of thirty (30). The sand must be placed in a zone that extends a minimum of six (6) inches below and twelve (12) inches above the pipe for the full trench width. The bedding material must be compacted. The trench backfill above the pipe bedding may consist of approved, on-site or imported soils, and it must be compacted. Where utility trenches are parallel to the footings, the bottom of the trench must be located above a plane with a slope of 1:1, projected downward from the adjacent bottom edge of the footing.

Site Drainage

Drainage devices such as sloping sidewalks and area drains must be provided around the building to collect and direct all water away from the structure. Neither rain nor excess irrigation water should be allowed to collect or pond against foundations. The collected water must be directed to the proper drainage system via non-erosive devices. The actual site drainage, however, must be designed by the consulting civil engineer-of-record.

DESIGN REVIEW

We suggest that the geotechnical aspects of the project be reviewed by this firm during the design process. The scope of our services may include assistance to the design team by providing specific recommendations for special cases, reviewing the foundation design, reviewing the geotechnical portions of the project for possible cost savings through alternative approaches, and evaluating the overall applicability of our recommendations. Additional site-specific explorations may also be considered if significant foundation modifications are required using the above recommendations.

The owner should anticipate that the consulting soils engineer must review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans which clearly indicates that the soils engineer has reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in his reports.

INSPECTION

All excavations must be inspected and approved. All fill placed for engineering purposes must be tested for compaction and moisture content and certified. The subdrain system must be observed and approved. Inspection of excavations and subdrain system may also be required by the appropriate reviewing governmental agencies.

It is recommended that SAS be retained to verify compliance with the recommendations made in this report, to ensure compliance with the design concepts, specifications, and recommendations, and to allow design changes in the event that exposed subsurface conditions differ from those anticipated herein.

A joint meeting among the parties involved in this project is recommended prior to the start of groundbreaking to discuss specific procedures and scheduling.

Inspections performed by SAS are for verification purposes only and shall under no circumstance relieve other parties involved in the design and construction from their obligation to perform work in accordance with the approved plans.

In the event that the recommendations contained herein are interpreted by others, SAS will not accept responsibility for such interpretations.

INVESTIGATION LIMITATIONS

The conclusions and recommendations presented in this report are based on the findings and observations in the field and the results of laboratory tests performed on representative samples. The soils encountered in the borehole are believed to be representative of the total area; however, soil characteristics can vary throughout the site. SAS should be notified if subsurface conditions are encountered which differ from those described in this report.

This report has not been prepared for use by parties or projects other than those named and described above. It may not contain sufficient information for other parties or other purposes. The conclusions and recommendations presented in this report are professional opinions. These opinions have been derived in accordance with current standards of geotechnical engineering practice, field observations and laboratory test results. No other warranty is expressed or implied.

Samples secured for this investigation will be retained in our laboratory for a period of thirty (30) days from the date of this report and will be disposed after this period unless other arrangements are made.

This report should be reviewed and updated after a period of one year or if the project concept changes from that described herein.

We appreciate the opportunity to be of service to you. If you have any questions, please call our office.

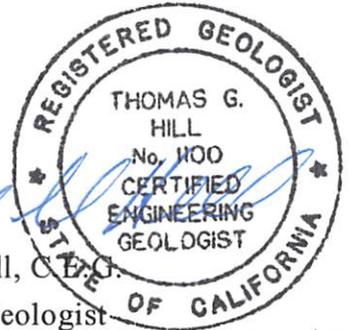
Sincerely,

SASSAN GEOSCIENCES, INC.

Sassan A. Salehipour, G.E.
President



Thomas G. Hill, C.E.G.
Engineering Geologist

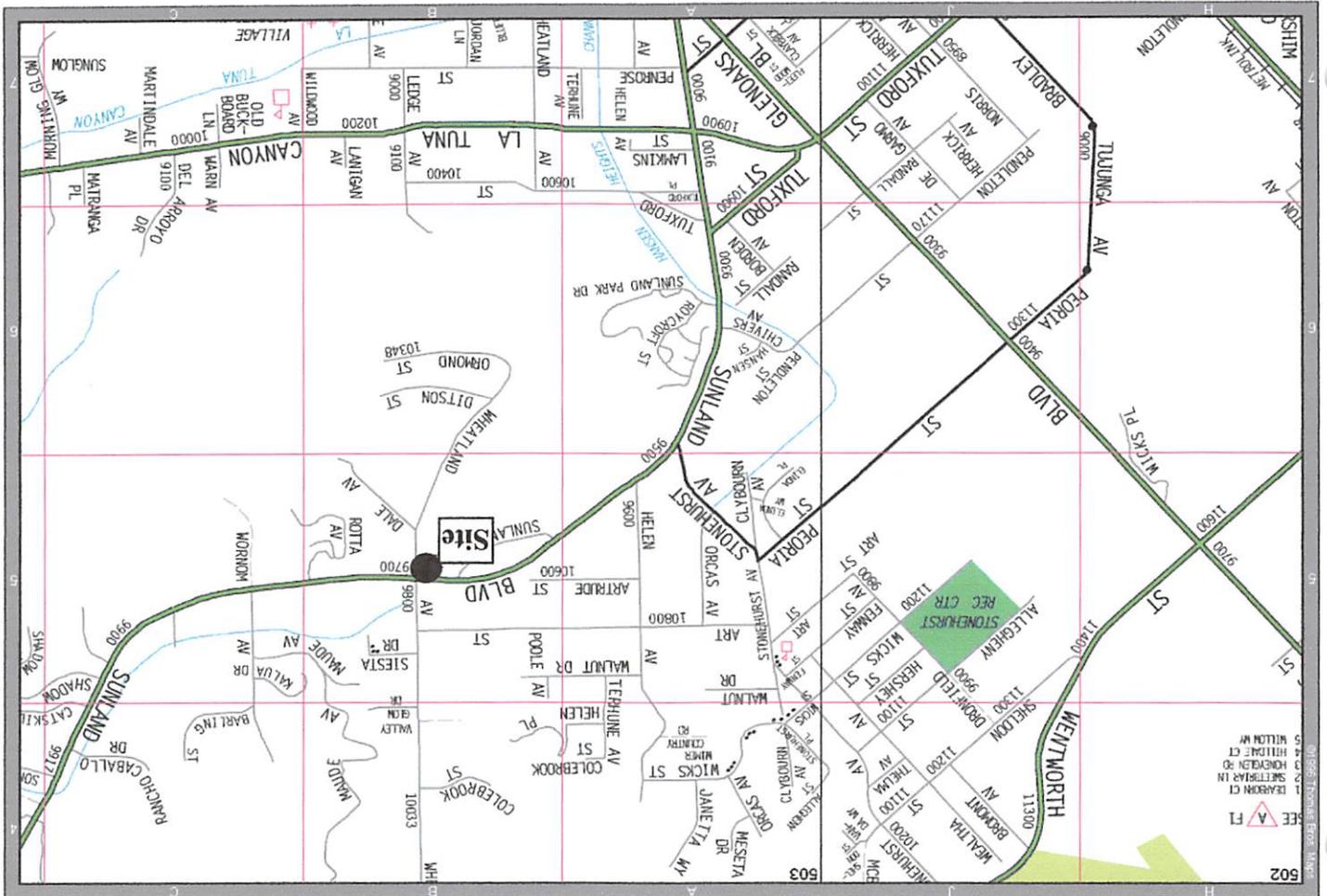


EXPI. 9.30.18

Janan Anayi, Ph.D.
Project Manager

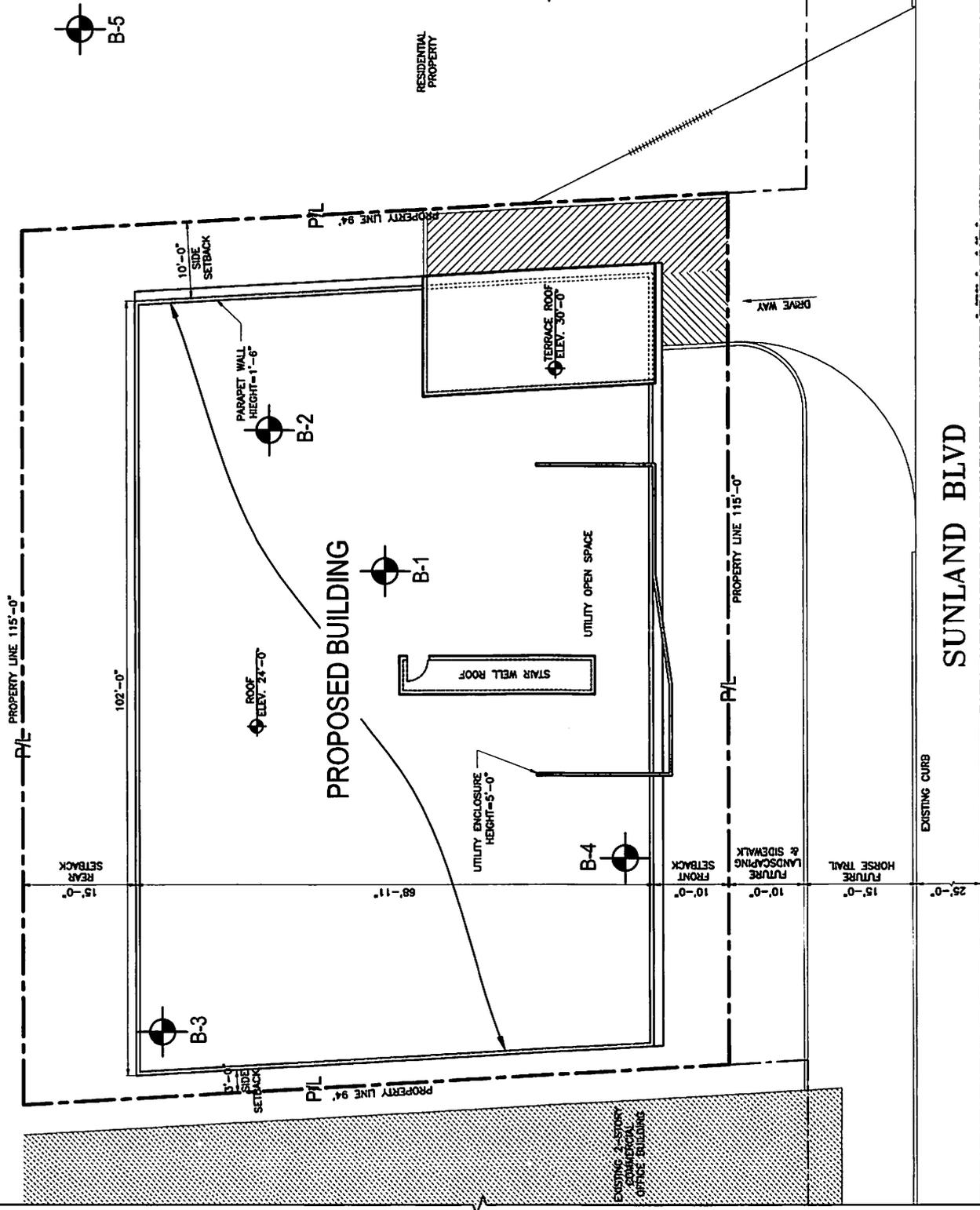
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Appendices

APPENDIX A





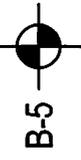
SCALE: 1" = 20'



SUNLAND BLVD

EXPLANATION

BOREHOLE NUMBER AND LOCATION



B-5

SAS
8BIA147

PLOT PLAN
9666 - 9668 SUNLAND BOULEVARD, TUJUNGA

FIGURE
A-2

APPENDIX B

Sample Number	γ_d (pcf)	Moisture (%)	N	USCS	Depth (ft)	Description
					0	Fill: Brown, sandy silt with AC fragments, roots to 2" diameter. Slightly moist, firm
█ SPT-1	106	7	9	ML		Alluvium: Brown, sandy silty. Moist, stiff
█ R-1	104	9			5	
█ SPT-2	107	11	16			
█ R-2	118	7		SM	10	Brown, silty sand, trace fine gravel. Slightly moist, medium dense.
█ SPT-3	114	10	22			
█ R-3	110	12			15	
█ SPT-4	105	13	19	CL		Brown, silty clay with trace sand. Moist, very stiff
█ R-4	103	12			20	
█ SPT-5	107	14	25	SC/CL		Brown, clayey sand/ sandy clay. Moist medium dense/ stiff
					25	
█ SPT-6	108	14	26	CL		Brown, silty clay. Moist, stiff
█ SPT-7	111	14	25	BEDROCK		Bedrock: Yellowish gray sandstone. Hard
█ R-5	133	4				
█ SPT-8	134	5	76			
					40	

R = Ring Sample, SPT = S.P.T. Sample

Continue

SAS

LOG OF BORE HOLE NUMBER ONE (B-1)
9666-9668 SUNLAND BOULEVARD, SUNLAND

FIGURE
B-1a

Sample Number	γ_d (pcf)	Moisture (%)	N	USCS	Depth (ft)	Description
					40	Sandstone with pebbles
■ SPT-9	135	4	50/4"	BEDROCK	45	
■ R-6	136	5			50	
■ SPT-10	133	5	50/5"		55	
■ SPT-11	136	5	50/5"		60	
					65	Excavation Terminated at Depth of 50 Feet Water Seepage Was Not Encountered
					70	
					75	
					80	

R = Ring Sample, SPT = S.P.T. Sample

Sample Number	γ_d (pcf)	Moisture (%)	N	USCS	Depth (ft)	Description
R-1	102	12		ML	0	Fill: Brown, sandy silt with AC fragments, roots to 2" diameter. Slightly moist, firm
					2	Native (Alluvium): Brown, sandy silt. Slightly moist, firm
R-2	112	9		SM	4	Brown, silty fine sand. Slightly moist, medium dense
R-3	106	13		ML	6	Brown, clayey silt. Moist, firm
					8	Brown silty sand with gravel. Slightly moist dense
					10	
					12	
					14	
					16	
					18	
					20	

Excavation Terminated at Depth of 8 Feet
Water Seepage Was Not Encountered

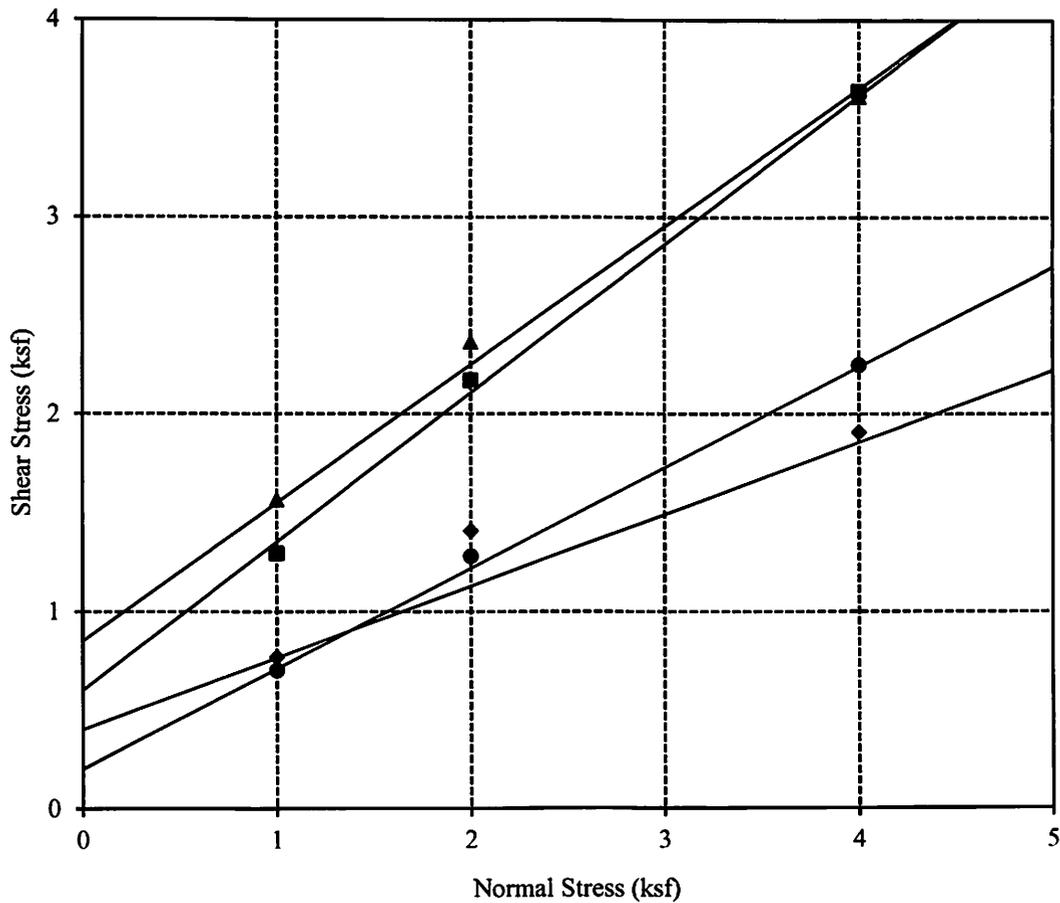
R = Ring Sample

Sample Number	γ_d (pcf)	Moisture (%)	N	USCS	Depth (ft)	Description
R-1	98	10		ML	0	Fill: Brown sandy silt, trace concrete fragments. Slightly moist, firm
					2	Native (Alluvium): Brown, sandy and clayey silt. Moist, firm
R-2	103	12		ML	4	
					6	
					8	with white caliche veinlets
				GP	10	Fine to medium gravel layer
				SM	12	Brown silty fine sand. Moist, very dense
					14	
					16	
					18	
					20	Excavation Terminated at Depth of 12 Feet Water Seepage Was Not Encountered

R = Ring Sample

Sample Number	γ_d (pcf)	Moisture (%)	N	USCS	Depth (ft)	Description
R-1	109	9		ML	0	Fill: Brown, sandy silt with small concrete fragments. Slightly moist, firm
				SM	2	Native (Alluvium): Brown, silty fine sand, trace gravel. Moist, dense
					4	Increase in gravel, few cobbles
R-2	103	14		ML	6	Brown, clayey silt. Moist, firm
					SM	8
R-3	114	11			10	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> Excavation Terminated at Depth of 8 Feet Water Seepage Was Not Encountered </div>
					12	
					14	
					16	
					18	
					20	

R = Ring Sample

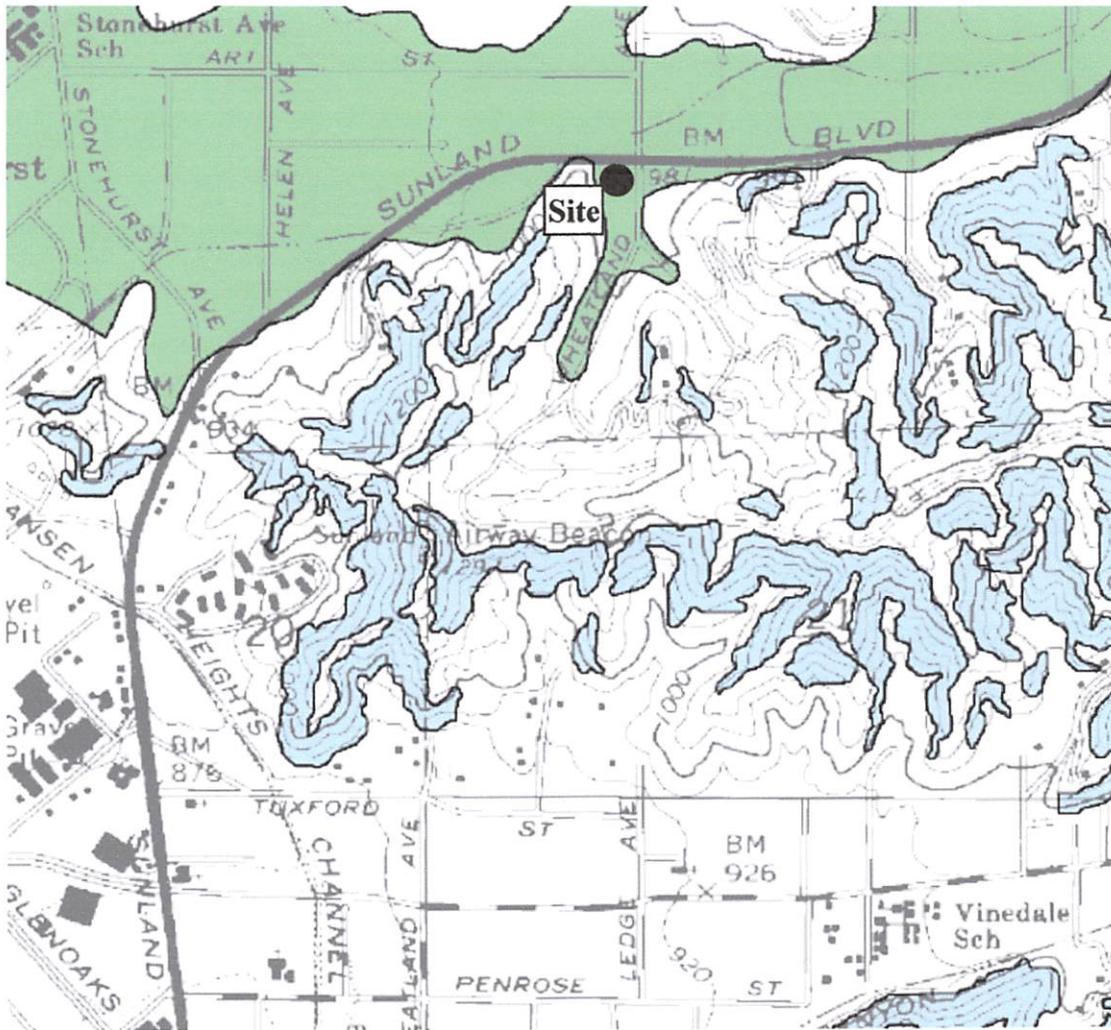


Symbol	Test Location	Sample Number	Depth (ft)	Soil Type	Cohesion (psf)	Friction Angle (deg)	Remarks
◆	B-1	R-4	20	CL	400	20	1
●	B-2	R-2	4	SM	200	27	2
■	B-1	R-5	35	Bedrock	600	37	3
▲	B-1	R-6	45	Bedrock	850	35	4

Remarks:

- 1 - ALLUVIUM; Saturated Moisture Content: 23%, Dry Density: 103 pcf; Ultimate
- 2 - ALLUVIUM; Saturated Moisture Content: 18%, Dry Density: 112 pcf; Ultimate
- 3 - BEDROCK; Saturated Moisture Content: 09%, Dry Density: 133 pcf; Ultimate
- 4 - BEDROCK; Saturated Moisture Content: 08%, Dry Density: 136 pcf; Ultimate

APPENDIX C



STATE OF CALIFORNIA
SEISMIC HAZARD ZONES

Delineated in compliance with
Chapter 7.8, Division 2 of the California Public Resources Code
(Seismic Hazards Mapping Act)

BURBANK QUADRANGLE

OFFICIAL MAP

Released: March 25, 1999

MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

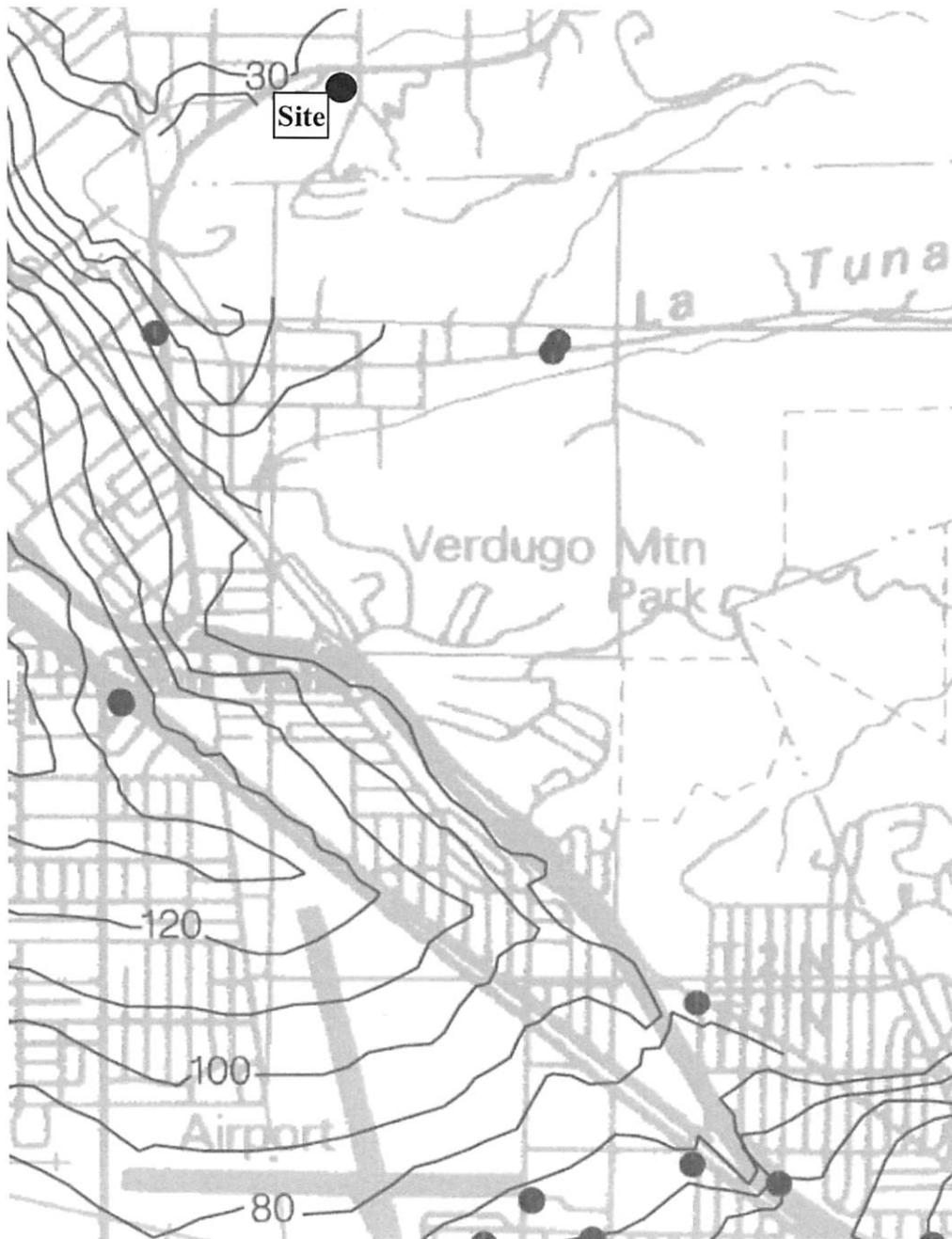
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.



Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.





● Borehole Site

— 30 — Depth to ground water in feet

X Site of historical earthquake-generated liquefaction. See "Areas of Past Liquefaction" discussion in text.



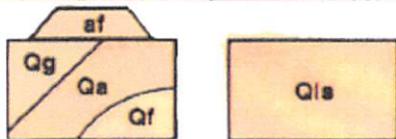
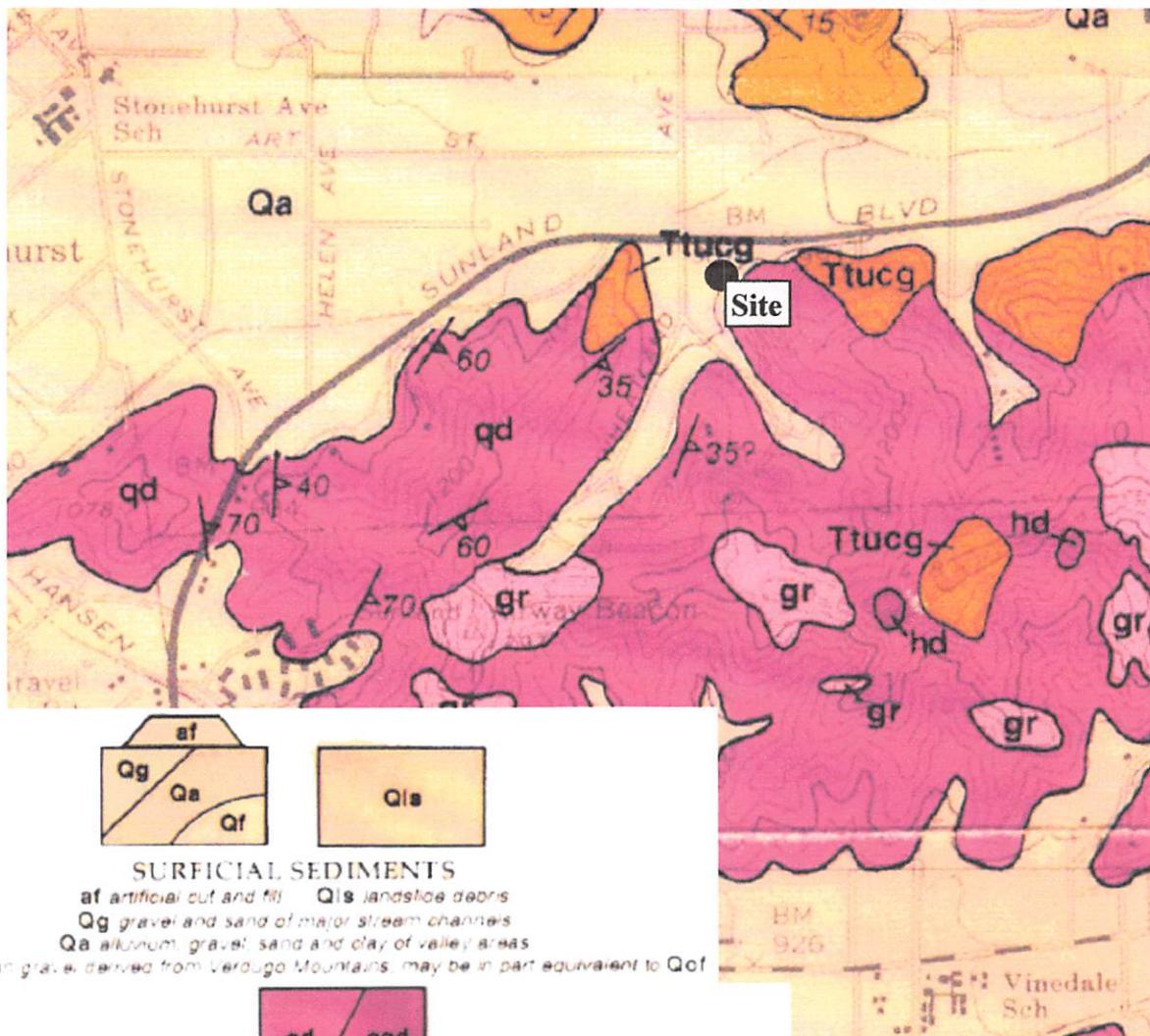
Department of Conservation, Division of Mines And Geology
 Seismic Hazard Evaluation of The Burbank 7.5-Minute Quadrangle,
 Los Angeles County, California, 1998, OFR 98-07

SAS

HISTORICALLY HIGHEST GROUND WATER LEVELS
 9666-9668 SUNLAND BOULEVARD, SUNLAND

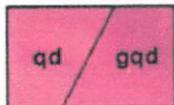
FIGURE
 C-2

APPENDIX D



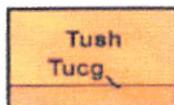
SURFICIAL SEDIMENTS

af artificial cut and fill Qls landslide debris
 Qg gravel and sand of major stream channels
 Qa alluvium, gravel, sand and clay of valley areas
 Qf alluvial fan gravel, derived from Verdugo Mountains, may be in part equivalent to Qof



QUARTZ DIORITE

(Wilson Diorite of Miller 1934; Crook et al. 1987; granodiorite of Oakeshott 1958 late Mesozoic (early Cretaceous?) age (≈ 120 m.y.)
 qd gray, medium grained quartz diorite with variations to diorite, composed of sodic plagioclase feldspar (plagioclase-andesine), biotite, hornblende, and minor quartz, massive to vaguely gneissoid, somewhat incoherent where weathered, complexly intruded by gr
 gqd gneissoid quartz diorite, similar to qd, but gneissoid, in southeastern Verdugo Mountains porphyritic with small phenocrysts of white feldspar and of black hornblende in dark, very fine grained ground mass, in many places contains remnants of gneiss similar to gn, but too small to map, in few places contains dark gray-brown andesitic dikes, also too small to map



UNNAMED MARINE STRATA

(included in Modelo Formation of Oakeshott, 1958; Barrows et al. 1974; Crook et al. 1987 probably equivalent to Sisquoc Formation of Ventura Basin) marine clastic; probably late Miocene age
 Tush light gray bedded clay shale, soft, crumbly, poorly exposed, forms many landslides
 Tucg rusty brown cobble conglomerate of granitic, some basaltic andesitic detritus, and sandstone



Dibblee, T.W., Jr., Dibblee Geological Foundation, Geologic Map of Sunland and Burbank (North 1/2) Quadrangles, 1991, Map # DF-32

Sample No.	Depth of Sampling (ft)	Fines Passing #200 Sieve (%)
1	2.5	44
2	7.5	47
3	12.5	39
4	17.5	52
5	22.5	48
6	27.5	53
7	32.5	49

LIQUEFACTION ANALYSIS

Date:	June 12, 2018	Bore Hole:	B-1	Sampler Type:	S Standard Penetration Test
Address:	9666-9668 Sunland Blvd	Distance From Fault (km):	6.44	Sampling Method:	L With Liners
	Los Angeles	Earthquake Magnitude:	7.69	Hammer Type:	A Automatic
SAS File:	8BIA147	Maximum Acceleration:	0.901	Borehole Diam:	115 mm
		Depth of Ground Water (ft):	100		
		Historic Water Level (ft):	10		

Calculated Depth	Unit Weight γ (pcf)	Total Stress σ (psf)	Effective Stress σ' (psf)	Sampler Type	Percent Fines (%)	Field Blows N (B/ft)	Correction Factors						Corctd Blows N_{1-60} (B/ft)	Cln Snd Eq Blows N_{1-60CS} (B/ft)	Magntd Scaling Factor	Liquefaction Stress Ratio		Hist. Wtr. Effective Stress σ'_{HIST} (psf)	Rd	Induced Stress Ratio	Safety Factor
							Depth	Energy	Boring Diam.	Rod Length	Sampling Method	Sampler Type				M=7.5	M=7.69				
(ft)							CN	CE	CB	CR	CS	C_{SPT}									
2.5	113	283	283	S	44	9	0.00	1.20	1.00	0.75	1.0	1.00	0	0	0.00	0.000	0.000	283	0.000	0.000	NL
7.5	119	878	878	S	47	16	0.00	1.20	1.00	0.75	1.0	1.00	0	0	0.00	0.000	0.000	878	0.000	0.000	NL
12.5	125	1503	1503	S	39	22	1.15	1.20	1.00	0.85	1.0	1.00	26	36	0.92	-0.191	-0.176	1347	0.979	0.640	NL
17.5	118	2093	2093	S	52	19	0.98	1.20	1.00	0.95	1.0	1.00	21	30	0.92	0.482	0.444	1625	0.967	0.730	NL
22.5	122	2703	2703	S	48	25	0.86	1.20	1.00	0.95	1.0	1.00	25	35	0.92	-0.745	-0.686	1923	0.952	0.784	NL
27.5	123	3318	3318	S	53	26	0.78	1.20	1.00	0.95	1.0	1.00	23	33	0.92	0.951	0.875	2226	0.933	0.814	NL
32.5	127	3953	3953	S	49	25	0.71	1.20	1.00	1.00	1.0	1.00	21	30	0.92	0.482	0.444	2549	0.909	0.825	NL

*

Notes: For calculation purposes all the fines passing #200 sieve considered to be silts and potentially liquefiable

8bia1471.xls

SAS

LIQUEFACTION ANALYSIS (BORE HOLE B-1)
9666-9668 SUNLAND BOULEVARD, SUNLAND

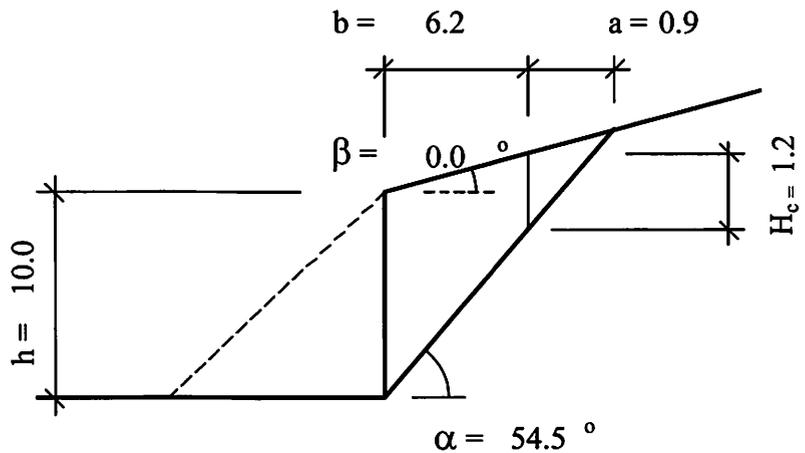
FIGURE
D-3

APPENDIX E

**WIDTH OF THE SLOT CUT
FOR 10 FEET HIGH EXCAVATION
SURCHARGED BY NEIGHBORING BUILDING**

Data:

Distrib Surcharge $q = 500$ psf
 Height of Cut, $h = 10.0$ ft
 Slope Angle, $\beta = 0.0$ deg
 Density of Soil, $\gamma_s = 132$ pcf
 Cohesion, $C = 200$ psf
 Friction Angle, $\phi = 27$ deg
 Factor of Safety, F.S. = 1.25



Maximum Width of Slot:

$$d = \frac{1/3 * \gamma_s * K_o * \tan \phi * (h^2 * (a + b) - H_c^2 * a) + 2A * C}{(F.S.) * W * \sin \alpha * \cos \alpha - W * \cos^2 \alpha * \tan \phi - C * b}$$

Determination of the components of equation:

Slide plane angle,	$\alpha = 54$ deg	(Search for Critical Failure Plane)
Location of Tension Crack,	$a = 0.9$ ft	
Length of Wedge,	$b = 6.2$ ft	
Height of Tension Crack,	$H_c = 1.2$ ft	
Area of Wedge,	$A = b * (h + H_c) / 2 = 35.1$ ft ²	
Weight of Wedge,	$W = A * \gamma_s + q * b = 7763$ lbs	
Coef. of lateral pressure,	$K_o = 1 - \sin \phi = 0.55$	

$$d = \frac{1/3 * 132 * 0.55 * \tan 27 * (10 * 10 * (0.9 + 6.2) - 1.2 * 1.2 * 0.9) + 2 * 200 * 35.1}{1.25 * 7762.6 * \sin 54.5 * \cos 54.5 - 7762.6 * \cos^2 54.5 * \tan 27 - 200 * 6.2}$$

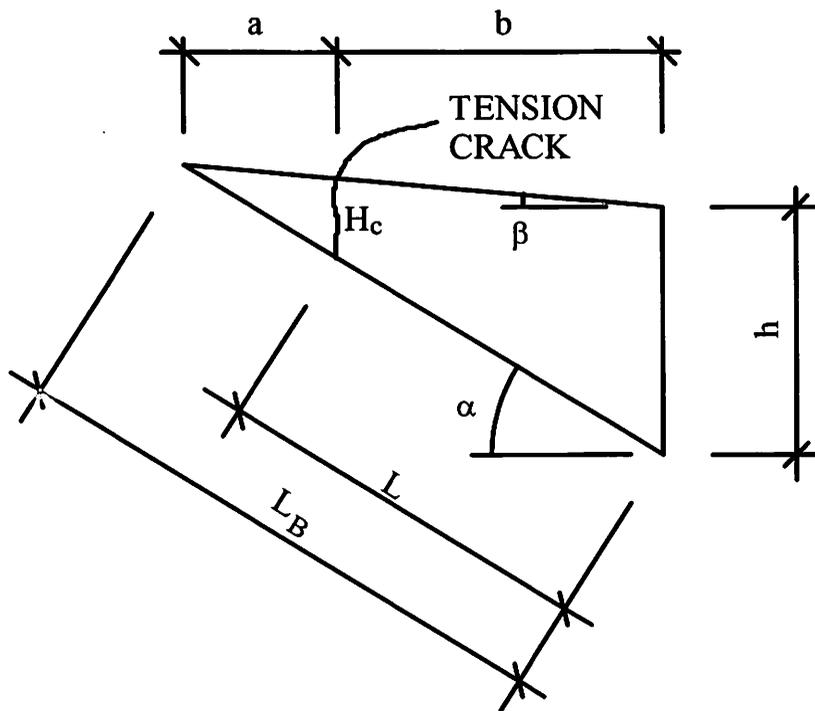
$$d = \frac{22778.3}{2003.7} = 11.37 \text{ ft}$$

Maximum Allowable Width of Slot Cuts is 11 Feet

TENSION CRACK LOCATION FOR 10 FEET HIGH EXCAVATION

DATA:

Distrib Surcharge, $q = 500$ psf
 Soil Density, $\gamma_s = 132$ pcf
 Cohesion, $C = 200$ psf
 Friction Angle, $\phi = 27$ degrees
 Surface Angle, $\beta = 0.0$ degrees
 Fail. Plane Angle, $\alpha = 54.5$ degrees
 Height of Cut, $h = 10.0$ ft
 Factor of Safety, F.S. = 1.0



HEIGHT AND LOCATION OF TENSION CRACK:

Total Length of Block, $L_B = h / (\sin \alpha - \sin \beta) = 12.3$ ft
 Height of Crack, $H_c = C / (\gamma_s * \cos \alpha * (\sin \alpha * F.S. - \cos \alpha * \tan \phi)) - q / \gamma_s = 1.2$ ft
 Location of Crack, $a = H_c / (\tan \alpha - \tan \beta) = 0.9$ ft
 Location of Crack, $b = L_B * \cos \alpha - H_c / (\tan \alpha - \tan \beta) = 6.2$ ft
 Length of Failure Plane, $L = b / \cos \alpha = 10.8$ ft

The Tension Crack is Located 6.2 Feet From The Cut

APPENDIX F

LATERAL LOAD DISTRIBUTION FOR RETAINING WALL (CANTILEVERED BASEMENT RETAINING WALLS SURCHARGED BY FOOTINGS)

Initial Input:

Soil and Retaining Wall Data:

Height of Wall	H =	10	ft
Total Density	$\gamma_t =$	122	pcf
Saturated Density	$\gamma_s =$	132	pcf
Cohesion	C =	200	psf
Friction Angle	$\phi =$	27	deg
Depth of Water Table	$d_w =$	30	ft
Poisson Ratio	$\mu =$	0.353	
Min. Active Pressure	EFP =	30	pcf
Required Factor of Safety	FS =	1	
Wall Type - Cantilever		C	

Distributed Surcharge Data:

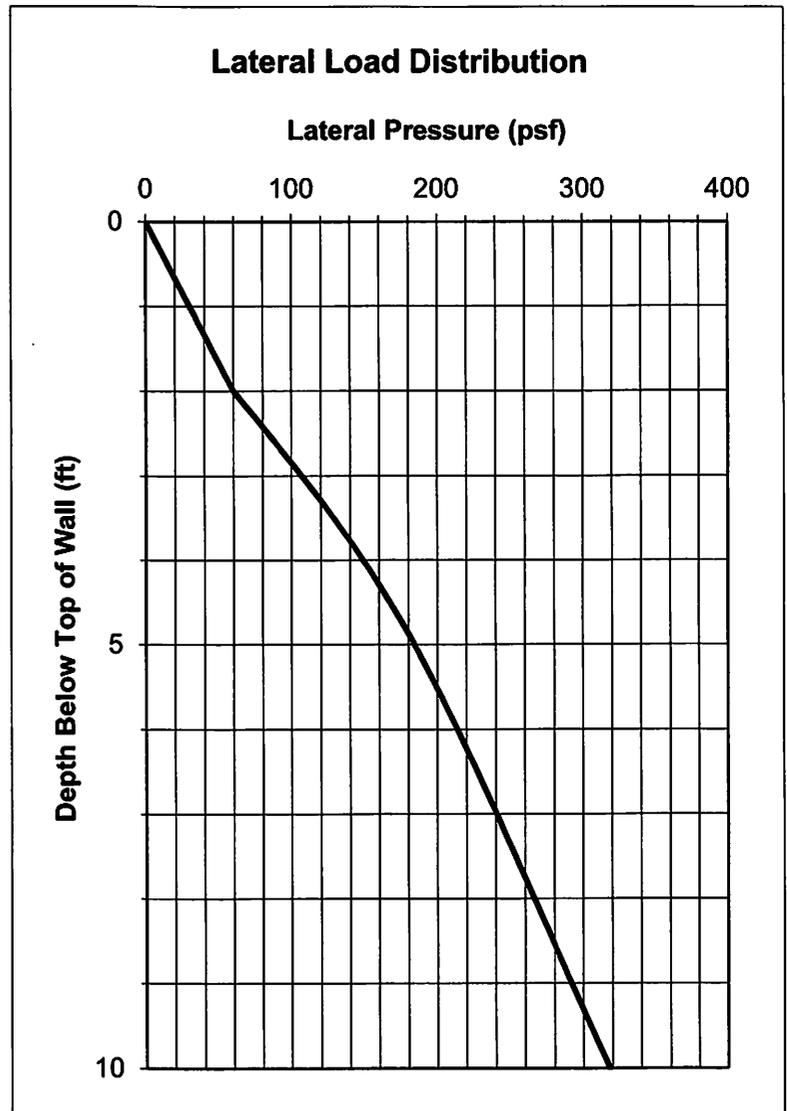
Distributed Load	q =	0	psf
Distance from Wall	$L_1 =$	0.0	ft
Width of Load	$B_1 =$	0.0	ft

Concentrated Load Data:

Concentr. Load 1	$P_1 =$	0	lb
Concentr. Load 2	$P_2 =$	0	lb
Distance from Wall	$L_2 =$	0.0	ft
Dist. between Loads	$B_2 =$	0.0	ft

Adjacent Footing Data:

Linear Load on Footing	Q =	1000	plf
Distance from Wall	$L_3 =$	5	ft
Width of Footing	$B_3 =$	2.0	ft
Depth of Footing	D =	2.0	ft



Equivalent Fluid Pressure: 34.4 pcf

Total Force Acting on Wall: 1720 lb/ft

Point of Application: 6.6 ft Below Top of Wall

Pressure at Poin 'A': 39 psf @ 1.3 ft Below Top of Wall

Pressure at Poin 'B': 120.45 psf @ 3.3 ft Below Top of Wall

Relative Maximum: 318.16 psf @ 10 ft Below Top of Wall

LATERAL LOAD DISTRIBUTION FOR RETAINING WALL (BRACED BASEMENT RETAINING WALLS SURCHARGED BY FOOTINGS)

Initial Input:

Soil and Retaining Wall Data:

Height of Wall	H =	10	ft
Total Density	$\gamma_t =$	122	pcf
Saturated Density	$\gamma_s =$	132	pcf
Cohesion	C =	200	psf
Friction Angle	$\phi =$	27	deg
Depth of Water Table	$d_w =$	30	ft
Poisson Ratio	$\mu =$	0.353	
Min. At-Rest Pressure	EFP =	50	pcf
Required Factor of Safety	FS =	1	
Wall Type - Braced		B	

Distributed Surcharge Data:

Distributed Load	q =	0	psf
Distance from Wall	$L_1 =$	0.0	ft
Width of Load	$B_1 =$	0.0	ft

Concentrated Load Data:

Concentr. Load 1	$P_1 =$	0	lb
Concentr. Load 2	$P_2 =$	0	lb
Distance from Wall	$L_2 =$	0.0	ft
Dist. between Loads	$B_2 =$	0.0	ft

Adjacent Footing Data:

Linear Load on Footing	Q =	1000	plf
Distance from Wall	$L_3 =$	5	ft
Width of Footing	$B_3 =$	2.0	ft
Depth of Footing	D =	2.0	ft

Equivalent Fluid Pressure: 71.4 pcf

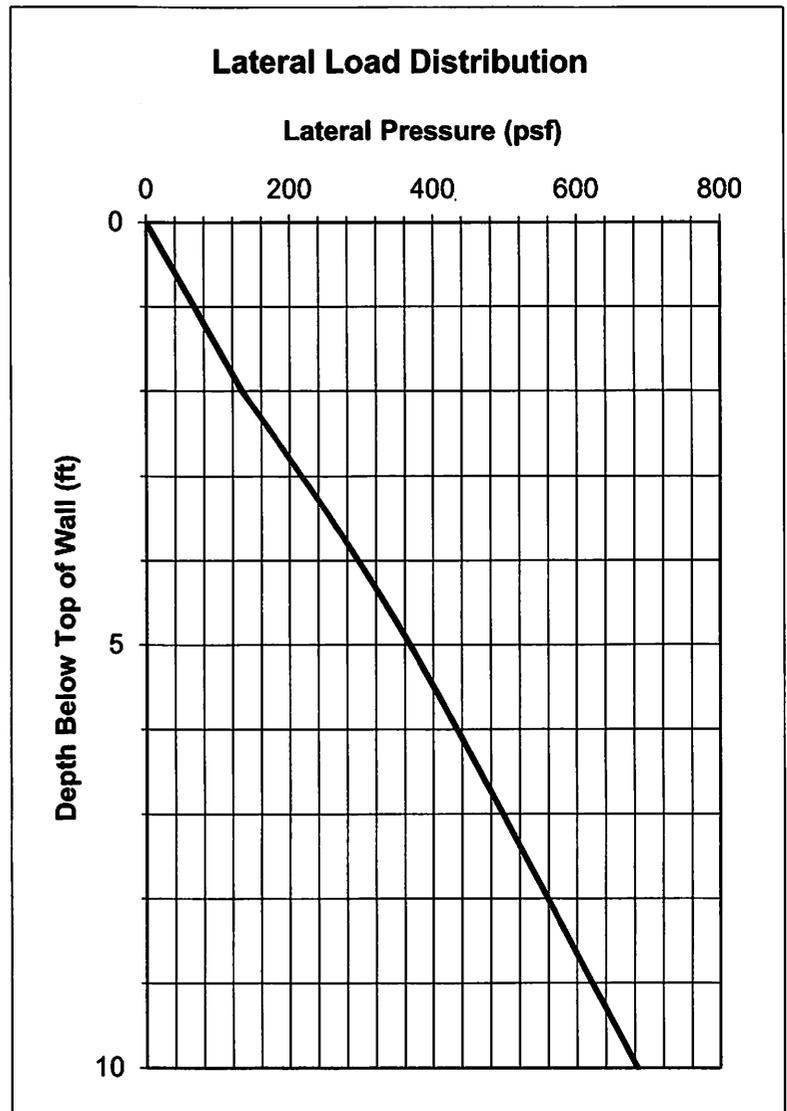
Total Force Acting on Wall: 3569 lb/ft

Point of Application: 6.7 ft Below Top of Wall

Pressure at Poin 'A': 86.6 psf @ 1.3 ft Below Top of Wall

Pressure at Poin 'B': 241.27 psf @ 3.3 ft Below Top of Wall

Relative Maximum: 684.29 psf @ 10 ft Below Top of Wall



**PSEUDO-STATIC EQUIVALENT FLUID PRESSURE
PROPOSED BASEMENT RETAINING WALL
FOR 10 FEET HIGH RETAINING WALL**

Wedge No.	Lateral Load from Active Pressure (Single Wedge) (lbs/lf)	Lateral Load from Active Pressure (Accumulated) (lbs/lf)	Equivalent Fluid Pressure psf/ft or pcf
1	1,628	1,628	32.6

EFP calculated for H= 10 ft

Total Density, $\gamma_t =$ 122 pcf
 Saturated Density, $\gamma_s =$ 132 pcf
 Water Density, $\gamma_w =$ 62.4 pcf
 Friction Angle, $\phi =$ 27 degrees
 Cohesion, C = 200 psf
 Surface Angle, $\beta =$ 0 degrees
 Fail. Plane Angle, $\alpha =$ 46.1 degrees (Search for Critical Failure Plane)
 Required F.S. = 1
 Seismic Forces Yes
 Coef. of Horiz. Accel. = 0.300 (PGA_M = 0.901)
 Coef. of Vert. Accel. = 0

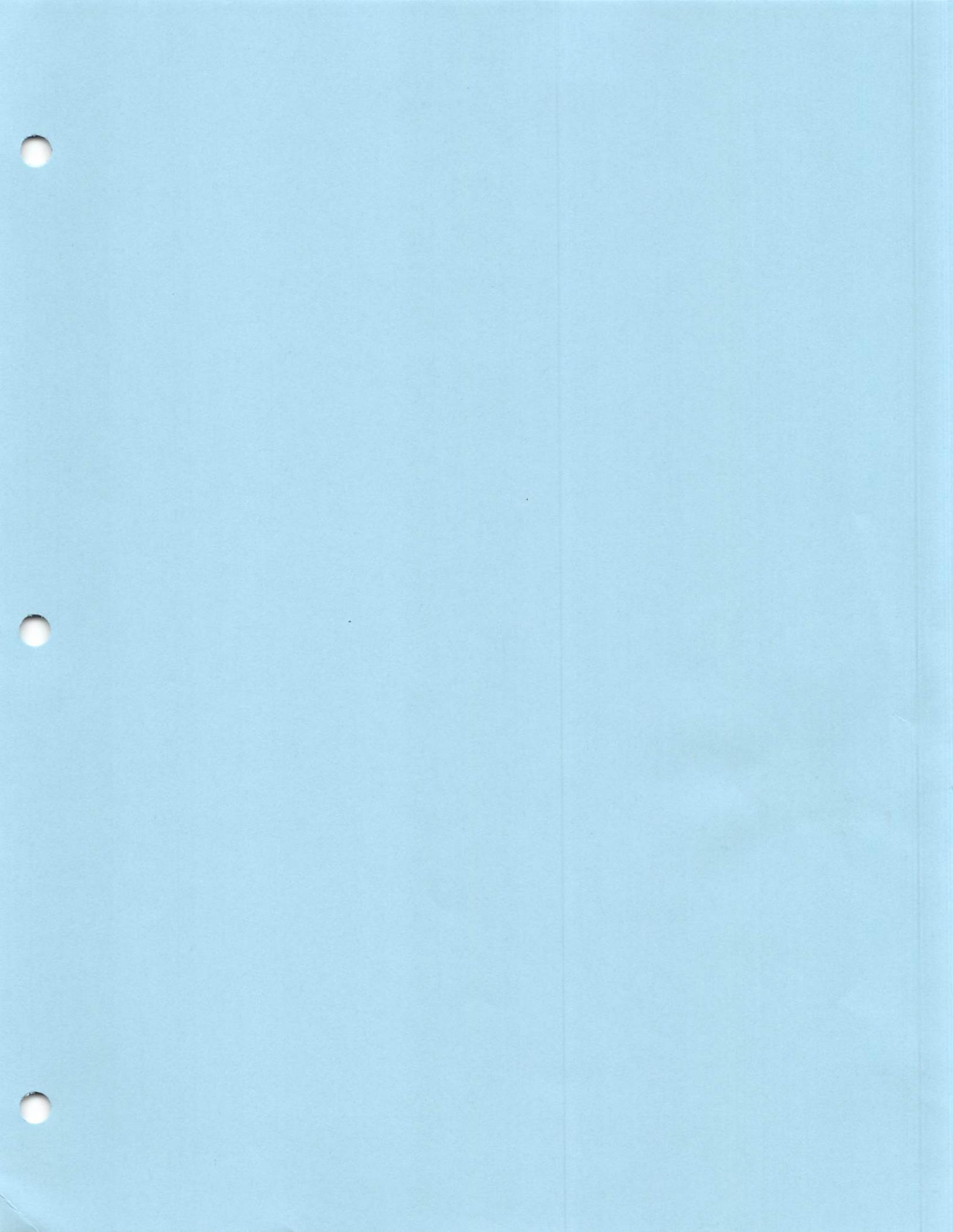
NOTE: - The Pseudo-Static Analysis Combines The Earth Pressures From Static And Seismic Forces

**STATIC EQUIVALENT FLUID PRESSURE
PROPOSED BASEMENT RETAINING WALL
FOR 10 FEET HIGH RETAINING WALL**

Wedge No.	Lateral Load from Active Pressure (Single Wedge) (lbs/lf)	Lateral Load from Active Pressure (Accumulated) (lbs/lf)	Equivalent Fluid Pressure psf/ft or pcf
1	1,512	1,512	30.2

EFP calculated for H= 10 ft

Total Density, $\gamma_t =$ 122 pcf
 Saturated Density, $\gamma_s =$ 132 pcf
 Water Density, $\gamma_w =$ 62.4 pcf
 Friction Angle, $\phi =$ 27 degrees
 Cohesion, C = 200 psf
 Surface Angle, $\beta =$ 0 degrees
 Fail. Plane Angle, $\alpha =$ 54.8 degrees (Search for Critical Failure Plane)



CITY OF LOS ANGELES

CALIFORNIA



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EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

August 20, 2018

LOG # 104534
SOILS/GEOLOGY FILE - 2
LIQ

David Muradyan
10233 Dohannar Avenue
Sunland, CA 91040

TRACT: 1377
LOT(S): FR 5 (Arb. 3)
LOCATION: 9666-9668 N. Sunland Boulevard

<u>CURRENT REFERENCE</u>	<u>REPORT</u>	<u>DATE OF</u>	<u>PREPARED BY</u>
<u>REPORT/LETTER(S)</u>	<u>No.</u>	<u>DOCUMENT</u>	
Geology/Soils Report	8BIA147	07/09/2018	Sassan Geoscience, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed three-story commercial building. The lower level of the building will be subterranean. Retaining walls ranging up to 10 feet in height are proposed for the subterranean floor level. The subject property is generally flat and no structures are present. However, the site is paved with asphalt and a small concrete slab remains. Subsurface exploration performed by the consultant consisted of four hollow-stem auger borings to a maximum depth of 50 feet. The earth materials at the subsurface exploration locations consist of up to 2 feet of uncertified fill underlain by alluvium and sandstone bedrock. Groundwater was not encountered within the borings. The historic high groundwater level referenced by the consultant is at a depth of about 30 feet. The consultants recommend to support the proposed structure on conventional foundations bearing on native undisturbed alluvium.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The liquefaction study included as a part of the report demonstrates that the site does not possess a liquefaction potential. This satisfies the requirement of the 2017 Los Angeles City Building Code Section 1802.2.7.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support adjoining to public way (3307.3.2).

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2. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports (7006.1).
3. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
6. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
10. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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11. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
12. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be constructed using ABC slot cuts. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
13. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring,

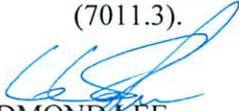
underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)

14. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
15. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
16. Unsurcharged temporary excavations may be cut vertical up to 5 feet. For excavations over 5 feet, the lower 5 feet may be cut vertically and the portion of the excavation above 5 feet shall be trimmed back at a gradient not exceeding 1:1, as recommended.
17. Surcharged ABC slot-cut method may be used for temporary excavations with each slot-cut not exceeding 10 feet in height and not exceeding 8 feet in width (The Grading Dept only allows up to 8 feet in width for ABC slot), as recommended. The surcharge load shall not exceed the value given in the report. The soils engineer shall determine the clearance between the excavation and the existing foundation. The soils engineer shall verify in the field if the existing earth materials are stable in the slot-cut excavation. Each slot shall be inspected by the soils engineer and approved in writing prior to any worker access.
18. All foundations shall derive entire support from native undisturbed alluvium, as recommended and approved by the geologist and soils engineer by inspection.
19. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.
20. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
21. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.
22. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
23. Retaining walls shall be designed for the lateral earth pressures specified on page 13 of the 07/09/2018 report. All surcharge loads shall be included into the design.
24. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 13 of the 07/09/2018 report (1610.1). All surcharge loads shall be included into the design.
25. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

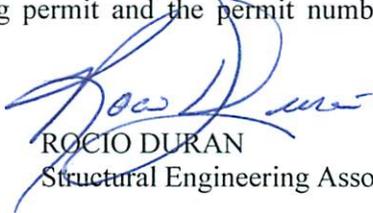
26. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
27. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
28. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
29. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
30. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
31. The structure shall be connected to the public sewer system per P/BC 2017-027.
32. All roof and pad drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
33. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
34. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).
35. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
36. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction, ABC slot cuts, protection fences, and dust and traffic control will be scheduled (108.9.1).
37. Installation of slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
38. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the

9666-9668 N. Sunland Boulevard

inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).



EDMOND LEE
Engineering Geologist Associate III



ROCIO DURAN
Structural Engineering Associate I

Log No. 104534
213-482-0480

cc: Sassan Geoscience, Inc., Project Consultant
VN District Office

NATIVE AMERICAN HERITAGE COMMISSION

March 12, 2020

Laura Frazin Steele
City of Los Angeles

Via Email to: laura.frazinsteele@lacity.org

Re: 9666-9668 N. Sunland Blvd. Project, Los Angeles County

Dear Ms. Frazin Steele:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov

Sincerely,



Steven Quinn
Cultural Resources Analyst

Attachment



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Joseph Myers
Pomo

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
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(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov



EMAIL TRANSMITTED

September 25, 2018

Ms. Durre Shamsi
Transportation Engineering Associate II
City of Los Angeles Department of Transportation
Valley Development Review
6262 Van Nuys Blvd., Suite 320
Van Nuys, CA 91401



RE: Sunland Boulevard (9666-9668) Mixed-Use Project Trip Generation Assessment
Sunland-Tujunga, City of Los Angeles

Dear Durre,

Background

David Muradyan proposes to develop a commercial mixed-use project at 9666-9668 Sunland Boulevard in the Sunland-Tujunga Community area of the City of Los Angeles (the _____ e _____). The Project site is located at the south side of Sunland Boulevard to the west of an existing commercial center west of Wheatland Avenue, as shown in Figure 1. In order to determine the level of traffic analysis required for the Project, a trip generation assessment has been performed and is presented in this technical letter.

Project Description

The conceptual site plan for the Project is presented in Figure 2. As shown, the proposed development would consist of the construction of 9,162 square feet office use, 935 square feet medical office use and 1,522 square feet fast casual restaurant on an existing empty site.

300 Corporate Pointe
Suite 470
Culver City, CA 90230
310 473 6508 (main)
310 444 9771 (fax)
www.crainandassociates.com

The Project site is adjacent to the west of an existing commercial site at the southwest corner of Sunland Boulevard and Wheatland Avenue. Parking would be provided in accordance with the City's Municipal Code, with 31 total off-street underground parking spaces planned. Project access/egress would be provided via a single driveway that would intersect the south side of Sunland Boulevard. The driveway would be located along the western border of the Project site.

Project Trip Generation

The latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used to develop the traffic characteristics of the Project. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 710 – General Office, LUC 720 – Medical Office and LUC 930 – Fast Casual Restaurant. Table 1 presents the trip generation rates used to generate the weekday daily and peak-hour traffic volumes for the Project.

The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factors as internal trips, extensive transit/bicycle/walk-in usage trips and pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

On the basis of the trip generation rates shown in Table 1, estimates of the Project's traffic were determined and are summarized in Table 2. Net weekday daily, AM peak-hour and PM peak-hour trips were calculated for the Project. As shown, once completed and occupied, the Project is expected to generate approximately 326 net daily trips, with 13 net AM peak-hour trips and 22 net PM peak-hour trips.

Project Transportation Impacts

Per the latest City of Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines* (December 2016), a transportation impact study is required when a project is likely to add 43 or more peak-hour trips to the local street system and a technical memorandum (scaled-down version of a transportation impact study) is required when a project is likely to add between 25 and 42 peak-hour trips. Given that the Project would add no more than 22 net trips to the local street system during either weekday peak hour, the Project is not expected to result in a significant transportation impact to any of the surrounding

Letter to Ms. Durre Shamsi
September 25, 2018
Page 3

intersections or roadway segments. Therefore, no further analysis of transportation impacts is required.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Helen Shi', written in a cursive style.

Helen Shi C.E. 75894, T.E. 2427
Senior Transportation Engineer

HS
C22419

FIGURES

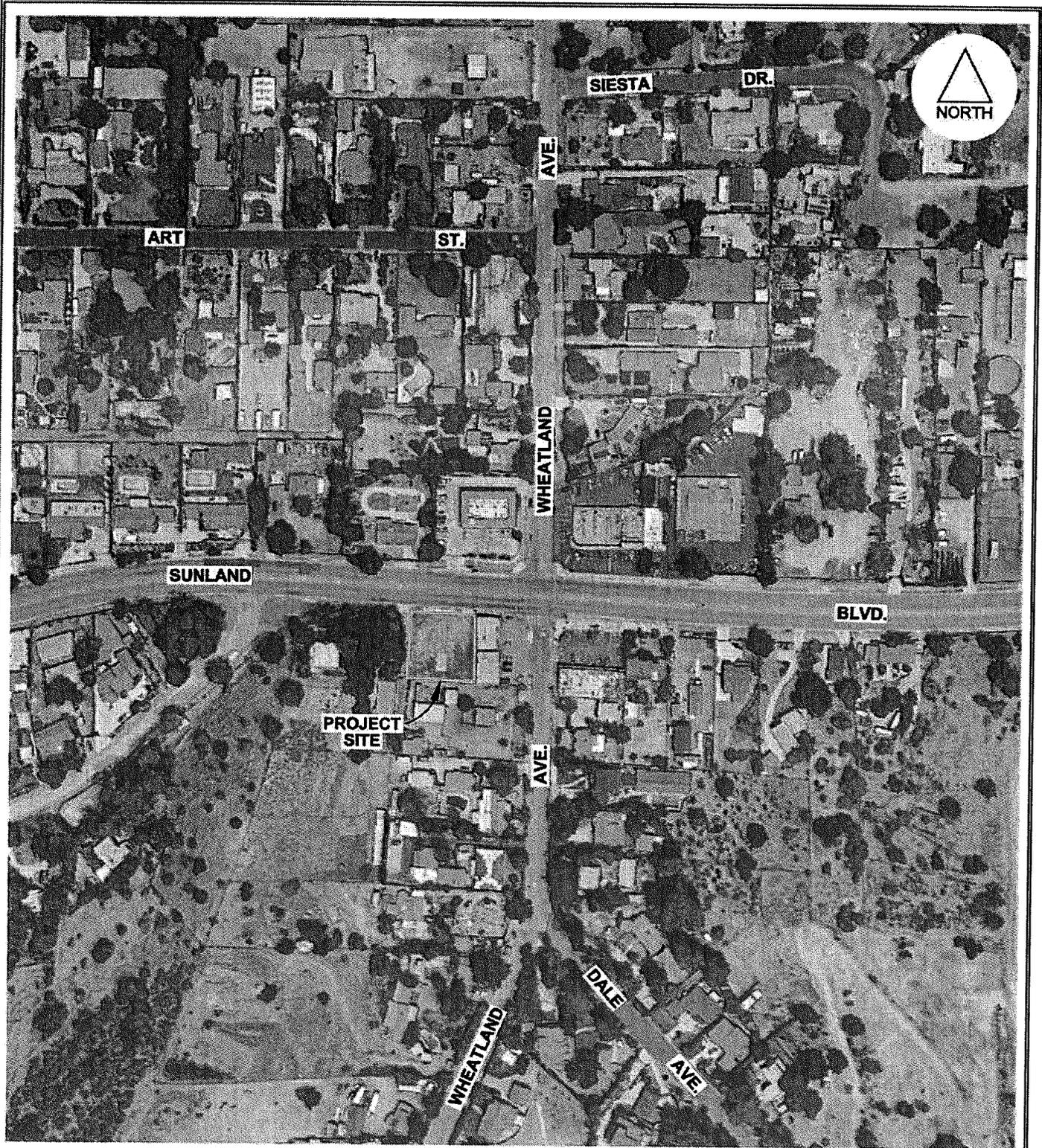


FIGURE 1

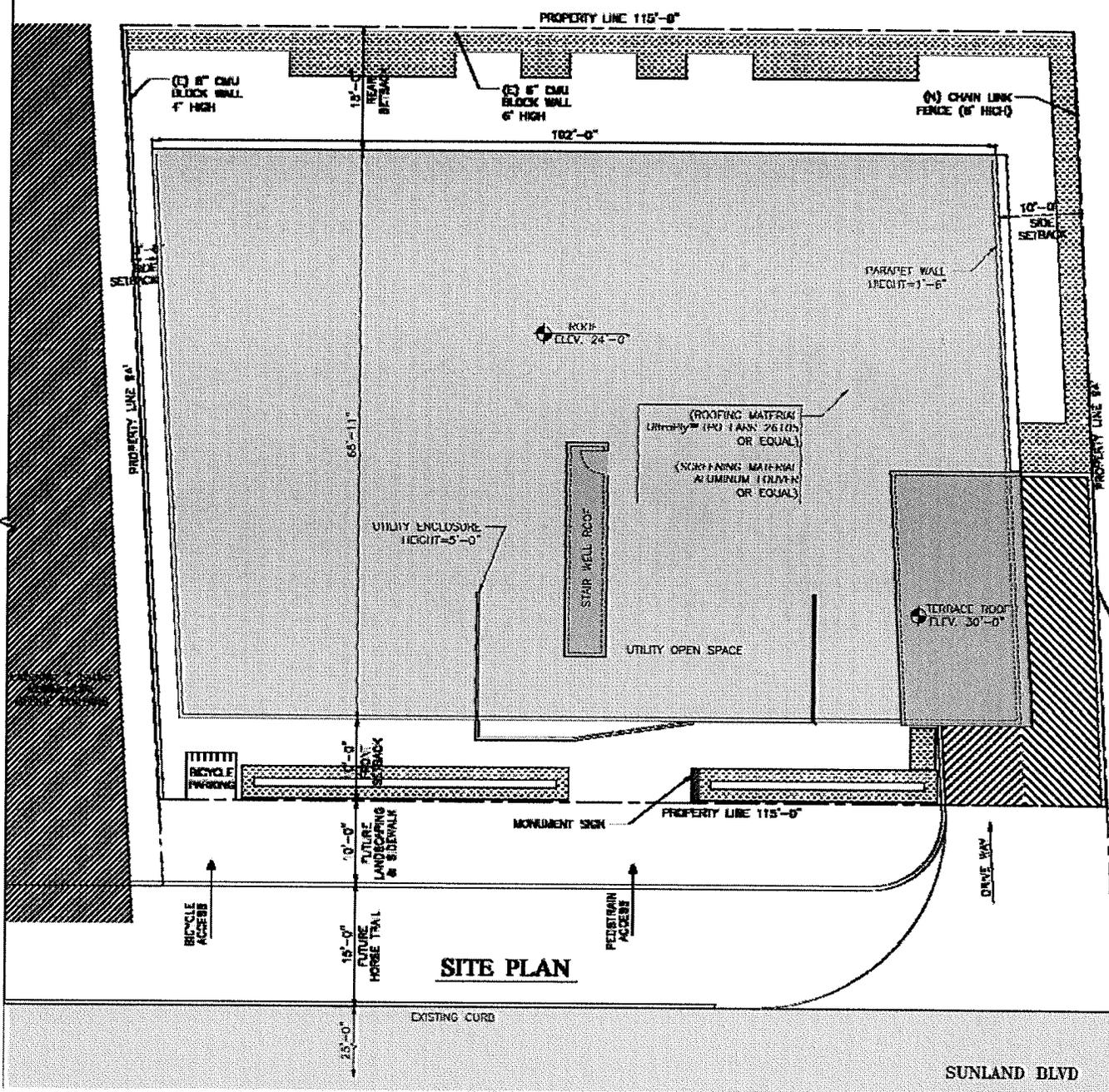
8/24/2018

FN: SUNLAND BL(9066-9668) MIXED USE SITE VICINITY

PROJECT SITE PLAN

CA CRAIN
 &
 ASSOCIATES

Transportation Planning
 Traffic Engineering
 300 Corporate Pointe, Suite 470
 Culver City, California 90230
 PH (310) 473 6506 F (310) 444 9771
www.crainandassociates.com



SITE PLAN

FIGURE 2

9/24/2018

FN: SUNLAND/9666-9668/MIXED-USE/SITE PLAN

PROJECT SITE PLAN

CRAIN & ASSOCIATES
 Transportation Planning
 Traffic Engineering
 300 Corporate Pointe, Suite 470
 Culver City, California 90230
 PH (310) 473 6808 F (310) 444 9771
 www.crainandassociates.com

TABLE

**Table 1
Project Trip Generation Rates**

<u>LU</u>	<u>Use/Description</u>		
710	General Office Building - General Urban/Suburban		
	Daily:	T=	9.74 *KSF
	AM Peak Hour:	T=	1.16 *KSF
	Inbound		86%
	Outbound		14%
	PM Peak Hour:	T=	1.15 *KSF
	Inbound		16%
	Outbound		84%
720	Medical-Dental Office Building - General Urban/Suburban		
	Daily:	T=	34.8 *KSF
	AM Peak Hour:	T=	2.78 *KSF
	Inbound		78%
	Outbound		22%
	PM Peak Hour:	T=	3.46 *KSF
	Inbound		28%
	Outbound		72%
930	Fast Casual Restaurant - General Urban/Suburban		
	Daily:	T=	315.17 *KSF
	AM Peak Hour:	T=	2.07 *KSF
	Inbound		67%
	Outbound		33%
	PM Peak Hour:	T=	14.13 *KSF
	Inbound		55%
	Outbound		45%

Legend

T = Trips

T = 1000s of Square Feet of Building Area

Source:

Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE)

**Table 2
Project Trip Generation**

<u>LU</u>	<u>Use/Description</u>	<u>Size</u>	<u>Units</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
					<u>I/B</u>	<u>O/B</u>	<u>Total</u>	<u>I/B</u>	<u>O/B</u>	<u>Total</u>
PROPOSED USES										
710	Office	9.162	KSF	89	9	2	11	2	9	11
720	Medical Office	0.935	KSF	33	2	1	3	1	2	3
930	Fast Casual Restaurant	1.522	KSF	<u>480</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>12</u>	<u>10</u>	<u>22</u>
	Subtotal [A]			602	13	4	17	15	21	36
<i>Internal Linkages</i>										
710	Office	10%		(9)	(1)	0	(1)	0	(1)	(1)
720	Medical Office	10%		(3)	0	0	0	0	0	0
930	Fast Casual Restaurant	depends on other uses		<u>(12)</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>
	Subtotal [B]			(24)	(1)	(1)	(2)	(1)	(1)	(2)
<i>Transit/Bicycle/Walk-in Trips</i>										
710	Office	5%		(4)	(1)	0	(1)	0	(1)	(1)
720	Medical Office	5%		(2)	0	0	0	0	0	0
930	Fast Casual Restaurant	5%		<u>(23)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>
	Subtotal [C]			(29)	(1)	0	(1)	(1)	(1)	(2)
[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]				549	11	3	14	13	19	32
<i>Pass-by Trips</i>										
710	Office	0%		0	0	0	0	0	0	0
720	Medical Office	0%		0	0	0	0	0	0	0
930	Fast Casual Restaurant	50%		<u>(223)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>(5)</u>	<u>(5)</u>	<u>(10)</u>
	Subtotal [E]			(223)	(1)	0	(1)	(5)	(5)	(10)
[F] Area Intersection Trips (Proposed Uses) = [D]+[E]				<u>326</u>	<u>10</u>	<u>3</u>	<u>13</u>	<u>8</u>	<u>14</u>	<u>22</u>

Notes:

All rates from Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE).
KSF = Thousand square feet.

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Aesthetics

AES-10. Aesthetics (Landscape Plan)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with Los Angeles Municipal Code requirements. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.
- Landscaping shall be designed to minimize the visual impacts of the project as seen from the Sunland Boulevard right-of-way.
- There shall be a landscaped setback of not less than five feet along the property line fronting on Sunland Boulevard. The required landscaped setback shall be planted with a 5 foot landscape frontage and a landscaped parkway planted with seven 15-gallon trees shade trees, five 24-inch box shade trees, and a combination of 41 5-gallon shrubs and 32 1-gallon shrubs.
- The landscape plan shall include five 24-inch Holly Oak trees in the automobile parking lot.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

AES-120. Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive

illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above.
- Floodlighting of buildings and parking lot areas is prohibited.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

AES-130 Aesthetics (Glare)

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

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

AES-140. Aesthetics (Roof and Roof Mounted Structures)

The roof shall be surfaced with non-glare material. With the exception of solar energy devices, all roof-mounted structures and equipment shall be completely screened from view from the Sunland Boulevard right-of-way. Screening materials shall be of a finish quality and shall be compatible with the materials and color of the building; chain link fencing shall not be used for screening purposes.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

AES-150. Underground Utilities

No new utilities shall be placed above ground.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

AES-160. Fencing, Gate Materials, and Walls

Natural fencing and wall materials (e.g., wood, stone, brick) shall be used. Chain-link fencing that is brown or green in color shall be permitted and shall be landscaped with appropriate vines or other vegetation to screen the appearance of the fence. For safety and security purposes, the use of plant materials for screening shall be evaluated to insure any necessary visual access. The use of concertina wire and barbed wire is expressly prohibited.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Use of Land Permit (Construction)

AES-180. Signage

The project is limited to one monument sign and one wall sign to reduce impacts along the Sunland Boulevard Scenic Highway Corridor.

- To reduce glare, the monument sign shall be either externally lit or have individual letters/logos that are internally illuminated.
- Individual letters/logos shall not cover more than 40 percent of each face of the monument sign.
- The monument sign may not exceed 6 feet in height above the sidewalk grade.
- The monument sign shall be designed with stone veneer and black anodized aluminum decorative screening.
- A fully irrigated landscaped area at least two times the area of one sign face shall be distributed around the base of the monument sign.
- The wall sign shall not project more than 12 inches from the building face.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Use of Land Permit (Construction)

Air Quality

AQ-60 Objectionable Odors (Commercial Trash Receptacles)

Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:

- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction, operation

Monitoring Frequency: Once, at plan check for project; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Use of Land Permit (Construction)

Biological Resources

BIO-60. Tree Preservation (Grading Activities)

- “Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of locally protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase and shall not be removed until the completion and cessation of all grading activities.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety, Department of Public Works, Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Energy

ENERGY-1. Permeable porous asphalt pavement shall be used on the driveway and throughout the parking area.

Enforcement Agency: Department City Planning, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Geology and Soils

GEO-20 Erosion/Grading/Short-Term Construction Impacts

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Noise

NOISE-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

NOISE-30 Increased Noise Levels (Parking Wall)

Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:

- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

Enforcement Agency: Los Angeles Department of City Planning, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

Transportation

TR-100. Pedestrian Access and Safety

Pavers and/or concrete walkways shall be utilized around all sides of the structure (north, south, east, and west) to ensure pedestrian access and safety to and from Sunland Boulevard, the automobile parking area, and the short-term bike racks.

Enforcement Agency: Los Angeles Department of City Planning, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of City Planning, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once at plan check, once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

TR-40. Safety Hazards.

Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycles, equine, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents to the Bureau of Engineering and the Department of Transportation for approval.

Enforcement Agency: Los Angeles Department of Transportation, Bureau of Engineering, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation, Bureau of Engineering, Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

TR-80 Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Transportation, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once at plan check, once during field inspection

Action Indicating Compliance: Issuance of building permit, and issuance of Certificate of Occupancy or Land Use Permit

TR-50. Inadequate Emergency Access

Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Enforcement Agency: Los Angeles Department of City Planning, Los Angeles Department of Transportation, Bureau of Engineering, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of City Planning, Los Angeles Department of Transportation, Bureau of Engineering, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once at plan check, once during field inspection

Action Indicating Compliance: Plan approval, Issuance of building permit, and issuance of Certificate of Occupancy or Land Use Permit

Tribal Cultural Resources

Tribal-10. Archeological Monitors and Tribal Monitors

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the

project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

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

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

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

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

consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

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

Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: Los Angeles Department of City Planning, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once at plan check, once during field inspection

Action Indicating Compliance: Issuance of building permit, and issuance of Certificate of Occupancy or Land Use Permit

Wildfire

XX-10. Wildfire.

Project occupants are subject to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The proposed mitigation measure will reduce risks of wildfire and pollutant concentrations due to wildfire:

- Prior to the issuance of a building permit, the applicant shall review the site design in consultation with the Fire Department.
- All plant material used will be subject to Fire Department review and approval to mitigate wildfire risks.

Enforcement Agency: Los Angeles Department of City Planning, Los Angeles Fire Department, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of City Planning, Los Angeles Fire Department, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once at plan check, once during field inspection

Action Indicating Compliance: Plan approval, Issuance of building permit, and issuance of Certificate of Occupancy or Land Use Permit

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.

- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior’s Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated

from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
 - 1104 N. Mission Road
 - Los Angeles, CA 90033
 - 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
 - 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include,

but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
 - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation

and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.