

filed on
10/25/13

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

| | |
|---|-----------------------|
| LEAD CITY AGENCY City of Los Angeles | COUNCIL DISTRICT 3 |
|---|-----------------------|

| | |
|------------------------------------|--|
| PROJECT TITLE ENV-2013-1954-MND | CASE NO. CPC-2013-1953-ZC-CU-SPR, TT-72312, AA-2013-0539-PMEX |
|------------------------------------|--|

PROJECT LOCATION
20848 1/2 W NORDHOFF ST

PROJECT DESCRIPTION
The proposed project is a tentative tract map 72312 request for the merger and re-subdivision of two vacant lots into five totaling 321,741 net square feet, situated currently in the MR2-1 and P1-1 Zones, for the construction, use and maintenance of three retail buildings totaling 17,200 square feet and four light industrial buildings totaling 112,478 square feet with 314 parking spaces provided. Lot 1 will consist of 100,558 square feet of lot area with Building #1 containing 3,500 square feet of retail floor area, Building #2 consisting of 10,200 square feet of retail floor area and 1,800 square feet of outdoor patio area, Building #3 consisting of 3,500 square feet of retail floor area, and retail parking will be provided in 106 stalls. Lot 2 will consist of 53,124 square feet of lot area with Building #4 containing 25,848 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 58 parking spaces. Lot 3 will consist of 50,843 square feet of lot area with Building #5 containing 29,090 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 40 parking spaces. Lot 4 will consist 54,341 square feet of lot area with Building #6 containing 28,340 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 51 parking spaces. Lot 5 will consist of 65,664 square feet of lot area with Building #7 containing 29,200 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 59 parking spaces. Three entitlement requests have been filed concurrently with the tentative tract map request: 1) a zone change from MR2-1 and P1-1 to M2-1; 2) a conditional use request to permit the commercial corner development (Lot 1) to operate 24 hours in lieu of the required hours between 7:00 a.m. to 11:00 p.m.; and 3) a site plan review for a light industrial development that exceeds 100,000 square feet of floor area. (A parcel map exemption is being processed independent of the tract map and zone change requests in order to separate the vacant project site from the larger 49-acre heavy manufacturing site currently occupied by Pratt and Whitney).

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Overton Moore Properties c/o Michael Johnson
19300 Hamilton Avenue, Suite 200
Gardena, CA 90248

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

| NAME OF PERSON PREPARING THIS FORM | TITLE | TELEPHONE NUMBER |
|------------------------------------|-------|------------------|
| THEODORE IRVING | | (213) 978-1366 |



| ADDRESS | SIGNATURE (Official) | DATE |
|---|---|------------|
| 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012 |  | 11/20/2013 |

MITIGATED NEGATIVE DECLARATION
ENV-2013-1954-MND

I-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 open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

I-90. Aesthetics (Vandalism)

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- 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.

I-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 or the public right-of-way.

III-10. Air Pollution (Demolition, Grading, and Construction Activities)

-
- 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.

VI-10. Seismic

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- 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.

VI-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.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
 - a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

- b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

VIII-20. Explosion/Release (Methane Gas)

- Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a less than significant level by the following measures:
- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.

VIII-70. Emergency Evacuation Plan

- Environmental impacts may result from project implementation due to possible interference with an emergency response plan. However, these potential impacts will be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)

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- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

X-40. Land Use

- The proposed project would permit a land use which is not compatible with that of the surrounding projects. However, the potential impacts would be mitigated to a less than significant level by the following measure:
- The applicant shall comply with mitigation measures required by this MND.

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

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- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction 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.

XII-50. Increased Noise Levels (Retail Markets, Bars, Entertainment etc...)

MITIGATED NEGATIVE DECLARATION
ENV-2013-1954-MND

- Environmental impacts to adjacent residential properties may result from project implementation due to noise from the proposed project's activities and parking on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

XII-90. Increased Noise Levels (Public Address and Paging System)

- Environmental impacts to the adjacent residential properties may result due to outdoor public address or paging systems on the site. However, these impacts will be mitigated to a less than significant level by the following measures:
- Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- Distance between speakers shall not exceed 40 feet.
- Amplified signals shall be inaudible beyond the boundaries of the subject property.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-30. Public Services (Police)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-70. Public Services (Street Improvements Not Required By DOT)

- Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

XVI-10. Increased Vehicle Trips/Congestion

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- Implementing measures detailed in said Department of Transportation communication to the Planning Department dated September 18, 2013 and attached shall be complied with. Such report and mitigation measures are incorporated herein by reference.

XVII-10. Utilities (Local Water Supplies - Landscaping)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- 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).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
 - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

XVII-20. Utilities (Local Water Supplies - All New Construction)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
 - If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
 - Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
 - Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
 - A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
 - Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-30. Utilities (Local Water Supplies - New Commercial or Industrial)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
 - All restroom faucets shall be of a self-closing design.

XVII-90. Utilities (Solid Waste Recycling)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
 - (Operational) 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 project's regular solid waste disposal program.
 - (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
 - (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVIII-20. Effects On Human Beings

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

| | | |
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| LEAD CITY AGENCY: City of Los Angeles | COUNCIL DISTRICT: CD 3 - BOB BLUMENFIELD | DATE: 08/20/2013 |
|---|--|----------------------------|

RESPONSIBLE AGENCIES: Department of City Planning

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| ENVIRONMENTAL CASE: ENV-2013-1954-MND | RELATED CASES: CPC-2013-1953-ZC-CU-SPR, TT-72312, AA-2013-0539-PMEX |
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|-----------------------------------|---|
| PREVIOUS ACTIONS CASE NO.: | <input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions |
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PROJECT DESCRIPTION:
PROPOSED ZC TO DEVELOPMENT A MINI-SHOPPING CENTER WITH INDUSTRIAL BUILDINGS AND TTM FOR CREATION OF 5 PARCELS.

ENV PROJECT DESCRIPTION:
The proposed project is a tentative tract map 72312 request for the merger and re-subdivision of two vacant lots into five totaling 321,741 net square feet, situated currently in the MR2-1 and P1-1 Zones, for the construction, use and maintenance of three retail buildings totaling 17,200 square feet and four light industrial buildings totaling 112,478 square feet with 314 parking spaces provided. Lot 1 will consist of 100,558 square feet of lot area with Building #1 containing 3,500 square feet of retail floor area, Building #2 consisting of 10,200 square feet of retail floor area and 1,800 square feet of outdoor patio area, Building #3 consisting of 3,500 square feet of retail floor area, and retail parking will be provided in 106 stalls. Lot 2 will consist of 53,124 square feet of lot area with Building #4 containing 25,848 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 58 parking spaces. Lot 3 will consist of 50,843 square feet of lot area with Building #5 containing 29,090 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 40 parking spaces. Lot 4 will consist 54,341 square feet of lot area with Building #6 containing 28,340 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 51 parking spaces. Lot 5 will consist of 65,664 square feet of lot area with Building #7 containing 29,200 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 59 parking spaces. Three entitlement requests have been filed concurrently with the tentative tract map request: 1) a zone change from MR2-1 and P1-1 to M2-1; 2) a conditional use request to permit the commercial corner development (Lot 1) to operate 24 hours in lieu of the required hours between 7:00 a.m. to 11:00 p.m.; and 3) a site plan review for a light industrial development that exceeds 100,000 square feet of floor area. (A parcel map exemption is being processed independent of the tract map and zone change requests in order to separate the vacant project site from the larger 49-acre heavy manufacturing site currently occupied by Pratt and Whitney).

ENVIRONMENTAL SETTINGS:
The proposed project site is an irregular shaped parcel of land located along Nordhoff Street, between De Soto Avenue and Lurline Avenue in the Chatsworth Porter-Ranch Community Plan area, with a Light Manufacturing Land Use designation and zoned MR2-1 and P-1. The vacant site is approximately 7.386 net acres and relatively flat and improved with a concrete sidewalks, an asphalt private driveway that bisects the site and used for access to the Pratt and Whitney industrial facility. The site is bounded along the southerly property line by the Pratt and Whitney industrial facility in the MR2-1 Zone and bounded on the easterly property line by Lurline Avenue with additional industrial uses to the east in the MR2-1 Zone. De Soto Avenue abuts the property's westerly property line with commercial use to the west in the (Q)C2-1 Zone and [Q]M2-1 Zone. North of the site across the street are commercial and light industrial uses.

PROJECT LOCATION:
20848 1/2 W NORDHOFF ST

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| COMMUNITY PLAN AREA: CHATSWORTH - PORTER RANCH STATUS: | AREA PLANNING COMMISSION: NORTH VALLEY | CERTIFIED NEIGHBORHOOD COUNCIL: WINNETKA |
|--|--|--|

Does Conform to Plan

Does NOT Conform to Plan

EXISTING ZONING:
MR2-1|P-1

MAX. DENSITY/INTENSITY
ALLOWED BY ZONING:
N/A

GENERAL PLAN LAND USE:
LIGHT MANUFACTURING

MAX. DENSITY/INTENSITY
ALLOWED BY PLAN
DESIGNATION:
N/A

LA River Adjacent:
NO

PROPOSED PROJECT DENSITY:
N/A

Determination (To Be Completed By 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.



City Planner

(213) 978-1366

Signature

Title

Phone

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 Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may 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 whatever 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.

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 checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS | <input type="checkbox"/> POPULATION AND HOUSING |
| <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES | <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS | <input checked="" type="checkbox"/> PUBLIC SERVICES |
| <input checked="" type="checkbox"/> AIR QUALITY | <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY | <input type="checkbox"/> RECREATION |
| <input type="checkbox"/> BIOLOGICAL RESOURCES | <input checked="" type="checkbox"/> LAND USE AND PLANNING | <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC |
| <input type="checkbox"/> CULTURAL RESOURCES | <input type="checkbox"/> MINERAL RESOURCES | <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS |
| <input checked="" type="checkbox"/> GEOLOGY AND SOILS | <input checked="" type="checkbox"/> NOISE | <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE |

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Overton Moore Properties
c/o Michael Johnson

PHONE NUMBER:

(310) 354-2477

APPLICANT ADDRESS:

19300 Hamilton Avenue, Suite 200
Gardena, CA 90248

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

06/27/2013

PROPOSAL NAME (if Applicable):

| Potentially significant impact | Potentially significant unless mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

| I. AESTHETICS | | | |
|--------------------------------------|---|---|---|
| a. | Have a substantial adverse effect on a scenic vista? | | ✓ |
| b. | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | ✓ |
| c. | Substantially degrade the existing visual character or quality of the site and its surroundings? | ✓ | |
| d. | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ✓ | |
| II. AGRICULTURE AND FOREST RESOURCES | | | |
| 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 nonagricultural use? | | ✓ |
| b. | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | ✓ |
| 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))? | | ✓ |
| d. | Result in the loss of forest land or conversion of forest land to non-forest use? | | ✓ |
| 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? | | ✓ |
| III. AIR QUALITY | | | |
| a. | Conflict with or obstruct implementation of the applicable air quality plan? | | ✓ |
| b. | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ✓ | |
| c. | 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ✓ | |
| d. | Expose sensitive receptors to substantial pollutant concentrations? | | ✓ |
| e. | Create objectionable odors affecting a substantial number of people? | | ✓ |
| IV. BIOLOGICAL RESOURCES | | | |
| 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 Game or U.S. Fish and Wildlife Service? | | ✓ |
| 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 Game or US Fish and Wildlife Service? | | ✓ |
| c. | Have a substantial adverse 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? | | ✓ |
| 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? | | ✓ |
| e. | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | ✓ |
| f. | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | ✓ |
| V. CULTURAL RESOURCES | | | |

| Potentially significant impact | Potentially significant unless mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

| | | | | |
|----|---|--|---|--|
| a. | Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? | | ✓ | |
| b. | Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | | ✓ | |
| c. | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✓ | |
| d. | Disturb any human remains, including those interred outside of formal cemeteries? | | ✓ | |

VI. GEOLOGY AND SOILS

| | | | | |
|----|---|---|--|---|
| a. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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. | | | ✓ |
| b. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking? | ✓ | | |
| c. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction? | | | ✓ |
| d. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides? | | | ✓ |
| e. | Result in substantial soil erosion or the loss of topsoil? | ✓ | | |
| f. | 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? | | | ✓ |
| g. | Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | | | ✓ |
| h. | 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? | | | ✓ |

VII. GREEN HOUSE GAS EMISSIONS

| | | | | |
|----|---|---|--|---|
| a. | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ✓ | | |
| b. | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | ✓ |

VIII. HAZARDS AND HAZARDOUS MATERIALS

| | | | | |
|----|---|---|--|---|
| a. | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ✓ | | |
| 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? | ✓ | | |
| c. | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | ✓ |
| 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? | | | ✓ |
| 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 for people residing or working in the project area? | | | ✓ |
| f. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | | | ✓ |
| g. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | ✓ |

| Potentially significant impact | Potentially significant unless mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

| | | | | | |
|----|---|--|--|--|---|
| h. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | | | | ✓ |
|----|---|--|--|--|---|

IX. HYDROLOGY AND WATER QUALITY

| | | | | | |
|----|---|--|---|---|---|
| a. | Violate any water quality standards or waste discharge requirements? | | ✓ | | |
| b. | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | | | ✓ | |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | | | | ✓ |
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | | | | ✓ |
| e. | 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? | | ✓ | | |
| f. | Otherwise substantially degrade water quality? | | | | ✓ |
| g. | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | | | | ✓ |
| h. | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | | | | ✓ |
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | | | | ✓ |
| j. | Inundation by seiche, tsunami, or mudflow? | | | | ✓ |

X. LAND USE AND PLANNING

| | | | | | |
|----|--|--|---|---|--|
| a. | Physically divide an established community? | | | ✓ | |
| b. | Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | | ✓ | | |
| c. | Conflict with any applicable habitat conservation plan or natural community conservation plan? | | | ✓ | |

XI. MINERAL RESOURCES

| | | | | | |
|----|--|--|--|--|---|
| 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? | | | | ✓ |
| 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? | | | | ✓ |

XII. NOISE

| | | | | | |
|----|--|--|---|---|--|
| a. | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | | ✓ | |
| b. | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | ✓ | | |
| c. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | ✓ | | |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | ✓ | | |

| Potentially significant impact | potentially significant unless mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

| | | | | | |
|----|--|--|--|--|---|
| 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 expose people residing or working in the project area to excessive noise levels? | | | | ✓ |
|----|--|--|--|--|---|

| | | | | | |
|----|---|--|--|--|---|
| f. | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✓ |
|----|---|--|--|--|---|

XIII. POPULATION AND HOUSING

| | | | | | |
|----|--|--|--|--|---|
| a. | Induce substantial 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)? | | | | ✓ |
|----|--|--|--|--|---|

| | | | | | |
|----|--|--|--|--|---|
| b. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | ✓ |
|----|--|--|--|--|---|

| | | | | | |
|----|--|--|--|--|---|
| c. | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | ✓ |
|----|--|--|--|--|---|

XIV. PUBLIC SERVICES

| | | | | | |
|----|---|--|---|--|--|
| a. | 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: Fire protection? | | ✓ | | |
|----|---|--|---|--|--|

| | | | | | |
|----|---|--|---|--|--|
| b. | 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: Police protection? | | ✓ | | |
|----|---|--|---|--|--|

| | | | | | |
|----|---|--|--|--|---|
| c. | 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: Schools? | | | | ✓ |
|----|---|--|--|--|---|

| | | | | | |
|----|---|--|--|--|---|
| d. | 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: Parks? | | | | ✓ |
|----|---|--|--|--|---|

| | | | | | |
|----|---|--|---|--|--|
| e. | 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: Other public facilities? | | ✓ | | |
|----|---|--|---|--|--|

XV. RECREATION

| | | | | | |
|----|---|--|--|--|---|
| 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? | | | | ✓ |
|----|---|--|--|--|---|

| | | | | | |
|----|--|--|--|--|---|
| 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? | | | | ✓ |
|----|--|--|--|--|---|

XVI. TRANSPORTATION/TRAFFIC

| | | | | | |
|----|--|--|---|--|--|
| a. | Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | | ✓ | | |
|----|--|--|---|--|--|

| Potentially significant impact | Potentially significant unless mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

| | | | | | |
|----|---|--|---|---|---|
| b. | Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | | ✓ | | |
| c. | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | | | | ✓ |
| d. | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | ✓ |
| e. | Result in inadequate emergency access? | | | ✓ | |
| f. | Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | | ✓ |

XVII. UTILITIES AND SERVICE SYSTEMS

| | | | | | |
|----|--|--|---|---|---|
| a. | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | ✓ | | |
| b. | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | ✓ |
| c. | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | ✓ |
| d. | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | ✓ | | |
| e. | 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? | | | ✓ | |
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | ✓ | |
| g. | Comply with federal, state, and local statutes and regulations related to solid waste? | | ✓ | | |

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

| | | | | | |
|----|---|--|---|---|--|
| a. | Does the project have the potential to 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, 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? | | | ✓ | |
| 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)? | | ✓ | | |
| c. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | ✓ | |

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2013-1954-MND and the associated case(s), CPC-2013-1953-ZC-CU-SPR, CPC-2013-1953-ZC-CU-SPR, TT-72312, AA-2013-0539-PMEX. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

| PREPARED BY: | TITLE: | TELEPHONE NO.: | DATE: |
|-----------------|--------------|----------------|------------|
| THEODORE IRVING | City Planner | (213) 978-1366 | 10/22/2013 |

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

| I. AESTHETICS | | |
|--------------------------------------|--|---|
| a. | LESS THAN SIGNIFICANT IMPACT | No scenic vista has been designated for the area; therefore, no impact would result. |
| b. | LESS THAN SIGNIFICANT IMPACT | No scenic vista has been designated for the area; therefore, no impact would result. |
| c. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | No landscaping exist which provides a buffer or enhances the site. The proposed project will need to be landscaped to mitigate the increased intensity of the site. After the application of the mitigation measure, the impact will be less than significant. |
| d. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The light industrial and commercial structures will have outdoor lighting for security, parking and landscaping. The outdoor lighting will be designed and installed with shielding to mitigate the impact to less than significant. Also, the proposed project will be operated within new commercial and industrial buildings within an existing industrial district. The retail and light industrial activities may result in some adverse trash and graffiti impacts related to the retail sales and light industrial activities which could degrade visual character of the site. Trash and graffiti impacts will be mitigated to a less than significant level by the proposed mitigation measures. |
| II. AGRICULTURE AND FOREST RESOURCES | | |
| a. | LESS THAN SIGNIFICANT IMPACT | The site is presently zoned for light industrial and parking uses and does not contain farmland of any type. No impact will result. |
| b. | LESS THAN SIGNIFICANT IMPACT | The site is presently zoned for light industrial and parking uses and does not contain farmland of any type. No impact will result. |
| c. | LESS THAN SIGNIFICANT IMPACT | The site is presently zoned for light industrial and parking uses and does not contain farmland of any type. No impact will result. |
| d. | LESS THAN SIGNIFICANT IMPACT | The site is presently zoned for light industrial and parking uses and does not contain farmland of any type. No impact will result. |

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

| | | | |
|----|------------------------------|---|--|
| e. | LESS THAN SIGNIFICANT IMPACT | The site is presently zoned for light industrial and parking uses and does not contain farmland of any type. No impact will result. | |
|----|------------------------------|---|--|

III. AIR QUALITY

| | | | |
|----|------------------------------|---|--|
| a. | LESS THAN SIGNIFICANT IMPACT | The proposed zone change and the subsequent development of 17,200 square feet of commercial floor area and 112,478 square feet of light industrial floor area will not conflict with or obstruct the implementation of either plan. | |
|----|------------------------------|---|--|

| | | | |
|----|--|--|--------|
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed zone change and the subsequent development of 17,200 square feet of commercial floor area and 112,478 square feet of light industrial floor area may increase the existing basin-wide air quality violations; however, these impacts will be mitigated to a less than significant level by the proposed mitigation measures | III-10 |
|----|--|--|--------|

| | | | |
|----|--|--|--------|
| c. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed zone change and the subsequent development of 17,200 square feet of commercial floor area and 112,478 square feet of light industrial floor area may increase the pollutant levels in the immediate area during the construction phases; however, these impacts will be mitigated to a less than significant level by the proposed mitigation measures. | III-10 |
|----|--|--|--------|

| | | | |
|----|------------------------------|--|--|
| d. | LESS THAN SIGNIFICANT IMPACT | The proposed zone change and the subsequent development of 17,200 square feet of commercial floor area and 112,478 square feet of light industrial floor area is not anticipated to expose any sensitive receptor to substantial pollutant concentrations. | |
|----|------------------------------|--|--|

| | | | |
|----|------------------------------|--|--|
| e. | LESS THAN SIGNIFICANT IMPACT | The proposed zone change and the subsequent development of 17,200 square feet of commercial floor area and 112,478 square feet of light industrial floor area is not anticipated to create any objectionable odors. No impact will result. | |
|----|------------------------------|--|--|

IV. BIOLOGICAL RESOURCES

| | | | |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | The site is currently vacant, except for a private asphalt driveway used for access to an adjacent industrial site. No sensitive species are expected to be located on the site. No impact would result. | |
|----|------------------------------|--|--|

| Impact? | Explanation | Mitigation Measures |
|------------------------------|---|---------------------|
| b. | LESS THAN SIGNIFICANT IMPACT The site is currently vacant, except for a private asphalt driveway used for access to an adjacent industrial site. The site does not contain riparian habitat or sensitive natural communities. No impact would result. | |
| c. | LESS THAN SIGNIFICANT IMPACT The site is currently vacant, except for a private asphalt driveway used for access to an adjacent industrial site. No impact will result. | |
| d. | LESS THAN SIGNIFICANT IMPACT The site is currently vacant, except for a private asphalt driveway used for access to an adjacent industrial site and does not contain wildlife corridors or nursery sites. No impact will result. | |
| e. | LESS THAN SIGNIFICANT IMPACT The site is currently vacant, except for a private asphalt driveway used for access to an adjacent industrial site. The project site contains no trees that are greater than 12 inches in diameter. No impact will result. | |
| f. | LESS THAN SIGNIFICANT IMPACT The site is currently vacant, except for a private asphalt driveway used for access to an adjacent industrial site. The proposed project will not conflict with any habitat conservation plans. | |
| V. CULTURAL RESOURCES | | |
| a. | LESS THAN SIGNIFICANT IMPACT The site does not contain any historic resources. No impact would result. | |
| b. | LESS THAN SIGNIFICANT IMPACT The project is not located in an area of known archaeological resources. No impact would result. | |
| c. | LESS THAN SIGNIFICANT IMPACT The project is not located in an area of known paleontological resources. No impact would result. | |
| d. | LESS THAN SIGNIFICANT IMPACT The project is not located in an area of known paleontological resources. No impact would result. | |
| VI. GEOLOGY AND SOILS | | |
| a. | NO IMPACT The site is not located in an Alquist Priolo zone. | |
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED The project site is subject to strong seismic shaking; however, the resulting impact will be reduced to a less than significant level by following the International Building Code standards during construction. | VI-10 |
| c. | NO IMPACT The project site is not located in a liquefaction zone or an area known for seismic-related ground failure. | |
| d. | NO IMPACT The project site is not located in a landslide zone or an area known for slope ground failure. | |

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

| | | | |
|----|--|--|-------|
| e. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The grading of the site will result in the loss of topsoil; however, the resulting impact will be reduced to a less than significant level by the incorporation of construction mitigation measures. | VI-20 |
| f. | NO IMPACT | The project site is stable and is not anticipated to become unstable due to construction of the project. | |
| g. | NO IMPACT | The project site is stable and is not anticipated to become unstable due to construction of the project. | |
| h. | NO IMPACT | No septic tanks are proposed as part of this project. No impact would result. | |

VII. GREEN HOUSE GAS EMISSIONS

| | | | |
|----|--|--|--------|
| a. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The construction of the proposed development is anticipated to increase the emission of greenhouse gases (GHG). However, mitigation measures have been incorporated to reduce the pollution impacts to less than significant levels. In addition, other measures have been incorporated throughout the document to enhance building efficiencies, improve waste recycling, water conservation, among others. The State of California has required that GHG emission be reduced to 1990 levels by 2020. | VII-10 |
| b. | NO IMPACT | Presently, the state and regional agencies and local governments, including the City of Los Angeles, are developing methodologies and inventories for quantifying GHG emissions and evaluating various strategies and mitigation measures to determine the most effective course action to meet the state goals as set forth under AB 32. However, at this time, no thresholds have been adopted. | |

VIII. HAZARDS AND HAZARDOUS MATERIALS

| | | | |
|----|--|--|---------|
| a. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The existing vacant site may have the possibility of containing hazardous material imbedded in the soil from the adjacent industrial use, which would be transported during construction; however, the resulting impact would be reduced to a level of insignificant by the proposed mitigation measure. | VIII-20 |
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The existing vacant site may have the possibility of containing hazardous material imbedded in the soil from the adjacent industrial use; however, the resulting impact would be reduced to a level of insignificant by the proposed | VIII-70 |

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

| | | | |
|----|-----------|---|--|
| | | mitigation measure. | |
| c. | NO IMPACT | No hazardous materials are proposed to be used in association with the commercial and light industrial uses. No impact would result. | |
| d. | NO IMPACT | The site is not located on a hazardous materials list. No impact would result. | |
| e. | NO IMPACT | The site is not located within an airport land use plan. The proposed residential project would not result in a safety hazard for people residing or working in the area. | |
| f. | NO IMPACT | The site is not located within the vicinity of a private airstrip. The proposed commercial and light industrial project would not result in a safety hazard for people residing or working in the area. | |
| g. | NO IMPACT | The proposed commercial and industrial uses are permitted in the proposed M2-1 Zone and would not interfere with any emergency response or evacuation plans. | |
| h. | NO IMPACT | The project site is not located in an area of wildland fires. No impact would result. | |

IX. HYDROLOGY AND WATER QUALITY

| | | | |
|----|--|---|-------|
| a. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project would be subject to water quality standards for stormwater run-off as required by the LAMC and as required by the policy instituted by the Regional Water Control Board. The project would require connection with the City's infrastructure. | IX-20 |
| b. | LESS THAN SIGNIFICANT IMPACT | The proposed project should not cause the depletion of groundwater supplies or the interference of groundwater recharge. The project will continue to be supplied with water by the LA DWP. No impact will result. | |
| c. | NO IMPACT | The project would not alter the existing drainage pattern of the vacant site. The site, formerly used for industrial purposes, and drains into the sewer as will the proposed project. No impact will result. | |
| d. | NO IMPACT | The project site does not contain a stream or a river. The site currently drains into the sewer as will the proposed project. No impact will result. | |
| e. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project will be required to control runoff using stormwater best management practices and a retention basin. After implementation of mitigation measures, the impact will be less than significant. | IX-20 |

| Impact? | Explanation | Mitigation Measures | |
|---------------------------------|--|--|------|
| f. | NO IMPACT | The proposed commercial and light industrial project is not anticipated to substantially degrade water quality. | |
| g. | NO IMPACT | The proposed project is neither housing nor within a 100-year flood plain. No impact is anticipated. | |
| h. | NO IMPACT | The project is not located in a flood zone. No impact will result. | |
| i. | NO IMPACT | The project site is not located in a potential dam inundation zone. No impact would result. | |
| j. | NO IMPACT | The project site is not located within an inundation zone for seiche, tsunami, or mudflow. No impact would result. | |
| X. LAND USE AND PLANNING | | | |
| a. | LESS THAN SIGNIFICANT IMPACT | The proposed mixed use development is permitted in the Light Industrial land use category. As such, the project would be compatible with the existing light industrial uses. | |
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed commercial and light industrial project is consistent with the maximum permitted floor area of the Light Industrial Land Use Category. The proposed project is seeking to have hours that exceed the hourly restriction for commercial corner developments. A conditional use request has been filed to permit a 24-hour operation for the commercial uses and upon approval, the project will be in compliance with the zoning code. | X-40 |
| c. | LESS THAN SIGNIFICANT IMPACT | The proposed project will not conflict with any applicable conservation or natural community conservation plans due to its location in a developed urban area. | |
| XI. MINERAL RESOURCES | | | |
| a. | NO IMPACT | The site is not located in a known area of mineral resources. No impact is expected to result. | |
| b. | NO IMPACT | The site is not located in a known area of a locally-important mineral resource recovery site. No impact is expected to result. | |
| XII. NOISE | | | |
| a. | LESS THAN SIGNIFICANT IMPACT | During the construction of the project, the applicant will be required to comply with the City's Noise Ordinance and the attached construction noise mitigation measures to reduce the impact to a less than significant level. | |

| Impact? | Explanation | Mitigation Measures | |
|---------|--|--|----------------|
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project construction will be typical of other commercial and light industrial buildings in the area and is not anticipated to result in excessive groundborne vibration or noise levels. The impact will be mitigated to a less than significant level by incorporated the proposed mitigation measures. | XII-20 |
| c. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | Impacts may result from the project's proposed 24-hour operation of the commercial uses. | XII-50, XII-90 |
| d. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project construction will be typical of other commercial and light industrial buildings in the area and is not anticipated to result in excessive groundborne vibration or noise levels. The impact will be mitigated to a less than significant level by incorporated the proposed mitigation measures. | XII-20 |
| e. | NO IMPACT | The propose project is not located within a flight path, as such it is not anticipated to have a noise impact | |
| f. | NO IMPACT | The propose project is not located within the vicinity of a private airstrip, as such it is not anticipated to have a noise impact. | |

XIII. POPULATION AND HOUSING

| | | | |
|----|-----------|--|--|
| a. | NO IMPACT | The proposed commercial and industrial buildings will not induce substantial population growth. No impact will result. | |
| b. | NO IMPACT | The proposed commercial and industrial buildings will not displace any housing units. No impact will result | |
| c. | NO IMPACT | The proposed commercial and industrial buildings will not displace any housing units. No impact will result | |

XIV. PUBLIC SERVICES

| | | | |
|----|--|---|--------|
| a. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project is located in an area with adequate fire response times. The project will be reviewed by the LA Fire Department who may require mitigation emergency access and site layout to reduce the fire impact to a less than significant level. | XIV-10 |
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project will be reviewed by the LA Police Department who may require mitigation emergency access and site layout to reduce the police protection impacts to a less than significant level. | XIV-30 |
| c. | NO IMPACT | The proposed commercial and industrial uses will not increase the demand on area schools. No impact will result. | |

| Impact? | Explanation | Mitigation Measures | |
|--|--|--|--------|
| d. | NO IMPACT | The proposed commercial and industrial uses will not increase the demand on area parks. No impact will result. | |
| e. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | A request to improve De Soto Avenue or Nordhoff Street may be required by the Bureau of Engineering. After such, the impact will be less than significant. | XIV-70 |
| XV. RECREATION | | | |
| a. | NO IMPACT | The proposed commercial and industrial uses will not increase the demand on area parks. No impact will result. | |
| b. | NO IMPACT | The proposed commercial and industrial uses will not increase the demand on area parks. No impact will result. | |
| XVI. TRANSPORTATION/TRAFFIC | | | |
| a. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed construction of 17,200 square feet of commercial floor area and 112,478 square feet of industrial floor area required a traffic review by the Department of Transportation. The proposed mixed use project has a net increase of 2,573 new daily trips which could result in a significant impact. The impact could be reduced to a less than significant level by incorporating the recommendations from DOT in its September 18, 2013 letter. | XVI-10 |
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed construction of 17,200 square feet of commercial floor area and 112,478 square feet of industrial floor area required a traffic review by the Department of Transportation. The proposed mixed use project has a net increase of 2,573 new daily trips which could result in a significant impact. The impact could be reduced to a less than significant level by incorporating the recommendations from DOT in its September 18, 2013 letter. | XVI-10 |
| c. | NO IMPACT | No change in air traffic patterns will result from the proposed commercial and light industrial project. | |
| d. | NO IMPACT | The project does not include any hazardous design features. No impact would result. | |
| e. | LESS THAN SIGNIFICANT IMPACT | Both LADOT and the LAFD will review the proposed project's emergency access to ensure that potential impacts are mitigated to a less than significant level. | |
| f. | NO IMPACT | The project will provide 314 parking spaces, which exceeds with the minimum required to comply with the L.A.M.C. | |
| XVII. UTILITIES AND SERVICE SYSTEMS | | | |

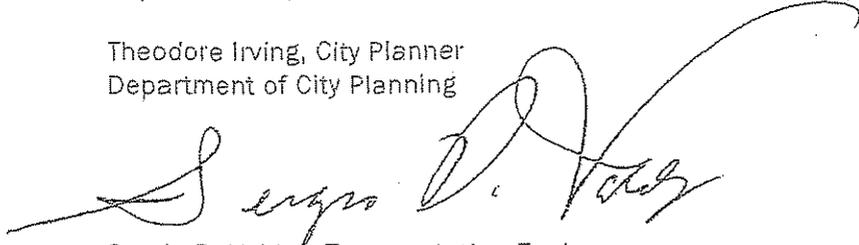
| Impact? | Explanation | Mitigation Measures | |
|--|--|--|------------------|
| a. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed commercial and light industrial uses may exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. | XVII-10 |
| b. | NO IMPACT | The construction of 17,200 square feet of commercial floor area and 112,478 of industrial floor area will not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. | |
| c. | NO IMPACT | The construction of 17,200 square feet of commercial floor area and 112,478 of industrial floor area would not require the construction of new stormwater drainage facilities. | |
| d. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The Department of Water and Power has issued a new policy to preserve adequate supplies to serve the city. The compliance with mitigate measure would reduce the impact of water usage to less than significant. | XVII-20, XVII-30 |
| e. | LESS THAN SIGNIFICANT IMPACT | The increase in wastewater can be accommodated by the wastewater treatment provider. The impact will be less than significant. | |
| f. | LESS THAN SIGNIFICANT IMPACT | The local landfills have sufficient capacity to serve the proposed commercial and light industrial project. No impact will result. | |
| g. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The project will be required to provide on-site recycling to reduce the amount of trash going to landfills. This will reduce the solid waste impact to a less than significant level. | XVII-90 |
| XVIII. MANDATORY FINDINGS OF SIGNIFICANCE | | | |
| a. | LESS THAN SIGNIFICANT IMPACT | The proposed project does not result in any impact that would cause the above. | |
| b. | POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED | The proposed commercial and light industrial project will result in environmental impacts; however, each impact can be mitigated to a less than significant level with the incorporation of the attached mitigation measures. As such, the impacts of the propose project will not result in any cumulative impacts. | XVIII-20 |
| c. | LESS THAN SIGNIFICANT IMPACT | After implementation of mitigation measures, the proposed project does not have any significant direct or indirect impacts to human beings. | |

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

20848 Nordhoff Street
DOT Case No. 41071

Date: September 18, 2013

To: Theodore Irving, City Planner
Department of City Planning



From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: TRAFFIC ASSESSMENT FOR THE PROPOSED CHATSWORTH COMMERCE CENTER AT
20848 NORDHOFF STREET

TT-72312, APCNV-2013-1953-ZC-CU-SPR

The Department of Transportation (DOT) has completed the traffic assessment for the proposed Chatsworth Commerce Center, near the intersection of De Soto Avenue and Nordhoff Street, in the community of Chatsworth. This traffic assessment is based on a professional traffic impact study of the proposed project, dated June 2013, as prepared by Kunzman Associates, Inc.. In preparation of this assessment, DOT conducted a careful review of this traffic study's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT has determined that the traffic study, as revised below, adequately describes all projected transportation impacts associated with the proposed development that fall within the City of Los Angeles' jurisdiction to review.

DISCUSSION AND FINDINGS

The proposed project consists mixed land uses including manufacturing, retail and fast food restaurants. This site is presently undeveloped. The proposed project will generate 2,573 new daily trips, 152 new a.m. peak hour trips and 100 new p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

Table 1: Project Trip Generation Estimates

| Land Use Description | Size | Unit | Daily Trips | a.m. Peak Trips | | | p.m. Peak Trips | | |
|---------------------------|---------|-------------|--------------|-----------------|------------|------------|-----------------|------------|------------|
| | | | | In | Out | Total | In | Out | Total |
| Manufacturing | 112,278 | square foot | 430 | 64 | 18 | 82 | 30 | 53 | 83 |
| Special retail | 10,200 | square foot | 407 | 7 | 4 | 11 | 11 | 13 | 24 |
| Fast food with drive-thru | 7,000 | square foot | 1,736 | 81 | 78 | 159 | 59 | 55 | 114 |
| Totals | | | 2,573 | 152 | 100 | 252 | 100 | 121 | 221 |

The traffic study was revised by recalculating the existing and projected volume-to-capacity (v/c) ratios and levels of service (LOS) at the study intersections after making the following changes:

- The through lane configurations at all approaches along Nordhoff Street and De Soto Avenue to reflect the possibility that a lane may be removed in either direction to accommodate the 2010 Master Bike Plan.
- The project volumes for the future scenario were adjusted to match the project volumes of the existing scenario.

DOT's policy on significant transportation impact threshold, listed in Table 2 below, is also referenced in the traffic study on page 26.

Table 2: Significant Transportation Impact Thresholds

| Level of Service (LOS) | Projected Volume to Capacity Ratio (V/C), including Project | Project-Related Increase in V/C |
|------------------------|---|---------------------------------|
| C | between 0.701 and 0.800 | ≥ 0.040 |
| D | between 0.801 and 0.900 | ≥ 0.020 |
| E and F | ≥ 0.901 | ≥ 0.010 |

The traffic study reviewed seven intersections and four project driveways for traffic impacts. DOT conducted an independent Critical Movement Analysis of the intersections contained in the study. The results of DOT's analysis differ from those in the study due to the aforementioned changes. DOT has concluded that although the project would not create any significant impacts if it were implemented under existing conditions, under projected future conditions the project will create a significant transportation impact at the intersection of De Soto Avenue and Nordhoff Street for both the morning and afternoon peak hours. These impacts can be mitigated as described below. DOT's findings are summarized in Table 3, which shows the existing, projected, and project-related volume-to-capacity ratios and levels of service at the study intersections.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval in order to mitigate the project's traffic impact to less-than-significant levels:

PROJECT REQUIREMENTS

A. Mitigation Measures

The intersection of Nordhoff Street and De Soto Avenue will be mitigated to a less-than-significant level under the future scenario by widening the portions of Nordhoff Street and De Soto Avenue adjacent to the project as described under Highway Dedications and Improvements below. This measure will improve the overall operation of traffic flow in the vicinity of this intersection, and will provide the necessary roadway width required to implement dual left-turn phasing or accommodate the implementation of the 2010 Master Bike Plan without the loss of a through travel lane at a future date. The future lane configuration will be determined by the West Valley DOT District and Geometric Design Sections, but either implementation would mitigate project impacts to less-than-significant levels.

This mitigation measure shall be guaranteed through the B-permit process of the Bureau of Engineering (BOE) before the issuance of any building permit for this project.

B. Highway Dedications and Improvements

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.37A (Highway Dedications and Improvements), an investigation of existing street dimensions adjacent to the project was conducted. In response to this investigation, DOT has the following comments:

1. De Soto Avenue is a designated Class II Major Highway in the Streets and Highways Element of the City's General Plan, and currently consists of a 38-foot half right-of-way including a 52-foot half roadway and existing curb, gutter and sidewalk along project frontage. This section of De Soto Avenue is located within 200 feet of its intersection with Nordhoff Street, which is an intersection that LADOT has determined will require dual left-turn lanes. Los Angeles Department of Public Works, Bureau of Engineering (BOE) Standard Plan S-470-0 dictates the standard cross section of a Class II Major Highway near an intersection requiring dual left-turn lanes to have a 57-foot half right-of-way containing a 45-foot half-roadway that transitions along a standard flare section to a 52-foot half right of way having an 40-foot half roadway. A variable dedication of up to seven feet and a widening of two to seven feet is recommended to bring this section of De Soto Avenue up to the aforementioned standard.
2. Nordhoff Street is a designated Class II Major Highway in the General Plan, and currently consists of a 38-foot half right-of-way including a 52-foot half roadway and existing curb, gutter and sidewalk along project frontage. This section of Reseda Boulevard is located within 200 feet of its intersection with Victory Boulevard. A variable dedication of up to seven feet and a widening of two to seven feet is recommended to bring the adjacent frontage of Nordhoff Street up to the aforementioned standard.

The improvements noted above may be subject to revision either by BOE or the lead agency should environmental factors warrant an alternate standard to be more applicable. Such a revision would not require this assessment to be similarly modified; however, DOT requests a notification in the event such a revision occurs.

The applicant should contact the Bureau of Engineering (BOE) to determine the exact dedication and widening standards that are applicable, and to ensure full compliance with these requirements along with any other required improvements specified by the Los Angeles Municipal Code (LAMC) and city ordinances. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

C. Site Access and Internal Circulation

This determination does not constitute final DOT approval of the project's driveways, internal circulation, and parking scheme per LAMC Section 12.21. A preliminary parking and driveway plan was submitted to DOT with the traffic study. After reviewing this preliminary plan, DOT has the following comments. The applicant should carefully review these comments to ensure that final site access plans conform to DOT's criteria for driveway designs as published in DOT Manual of Policies and Procedures, Section 321:

1. The parking layout plan shall include the adjacent roadway curbs and show all driveways as well as any structure or off-site driveway within 25 feet of a project driveway. Driveways should be designed pursuant to BOE Standard Plan S-440-3, with the vehicular-accessible width "W" shown on the plan as 30 feet for two-way access or 16 feet for one-way access. Note that the "W" dimension is less than that of the total curb cut, as it excludes the side slopes.
2. A minimum of 50 feet of full-height curb shall be provided between driveways.
3. To avoid an influx of vehicles impinging on the public right-of-way, a minimum 20-foot queuing reservoir between the future property line and the first parking stall shall be required at all ingress driveways. This reservoir shall be increased to 40 feet at driveways serving 101 to 300 stalls, and 60 feet at driveways serving more than 300 stalls.
4. To provide internal circulation, all parking areas shall be contiguous and accessible from all other similarly designated parking areas without requiring the use of any public street.
5. DOT may call for turn restrictions prior to site plan approval, should conditions warrant them. Turn restrictions involve the posting of one or more signs in the public right-of-way by the Applicant, and shall be completed prior to the issuance of any certificate of occupancy.

DOT CLEARANCE GUIDELINES

Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan, verification that all enumerated conditions of approval are satisfied, guaranteed or not applicable, and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

Pursuant to City Ordinance 180542, effective March 27, 2009, application fees are required for all DOT-related condition clearances and permit issuance activities for private development projects within the city, and must be received by DOT prior to the issuance of any approval, clearance or sign-off. A copy of this ordinance is available upon request.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

c: Phyllis Winger, Twelfth Council District
Ken Firoozmand, DOT West Valley District
Quyen Phan, BOE Land Development Group
Ali Nahass, BOE Valley District
Amy L. Kim, Kunzman Associates, Inc.
Michael Johnson, Overton Moore Properties

Table 3: Volume to Capacity Ratios (V/c) and Levels of Service (LOS)

Chatsworth Commerce Center, 20848 Nordhoff Street

| Intersection | Peak Hour | Existing conditions | | Existing + Project | | Project Impact $\Delta V/c$ | Future, no project | | Future + Project | | Project Impact $\Delta V/c$ |
|---------------------------|-----------|---------------------|-----|--------------------|-----|--------------------------------|--------------------|-----|------------------|-----|--------------------------------|
| | | V/c | LOS | V/c | LOS | | V/c | LOS | V/c | LOS | |
| Canoga Av & Nordhoff St | AM | 0.539 | A | 0.557 | A | 0.018 | 0.623 | B | 0.629 | B | 0.006 |
| | PM | 0.562 | A | 0.574 | A | 0.012 | 0.613 | B | 0.623 | B | 0.010 |
| De Soto Av & Plummer St | AM | 0.567 | A | 0.573 | A | 0.006 | 0.793 | C | 0.801 | D | 0.008 |
| | PM | 0.602 | B | 0.607 | B | 0.005 | 0.792 | C | 0.798 | C | 0.006 |
| De Soto Av & Nordhoff St | AM | 0.851 | D | 0.864 | D | 0.013 | 1.053 | F | 1.075 | F | 0.023* |
| | PM | 0.745 | C | 0.758 | C | 0.013 | 0.929 | E | 0.957 | E | 0.028* |
| De Soto Av & Parthenia St | AM | 0.655 | B | 0.665 | B | 0.010 | 0.831 | D | 0.845 | D | 0.014 |
| | PM | 0.623 | B | 0.626 | B | 0.003 | 0.781 | C | 0.786 | C | 0.005 |
| Lurline Av & Nordhoff St | AM | 0.175 | A | 0.194 | A | 0.019 | 0.286 | A | 0.310 | A | 0.024 |
| | PM | 0.242 | A | 0.292 | A | 0.050 | 0.385 | A | 0.441 | A | 0.056 |
| Mason Av & Nordhoff St | AM | 0.617 | B | 0.649 | B | 0.032 | 0.742 | C | 0.777 | C | 0.035 |
| | PM | 0.571 | A | 0.583 | A | 0.012 | 0.667 | B | 0.677 | B | 0.010 |
| Winnetka Av & Nordhoff St | AM | 0.685 | B | 0.698 | B | 0.010 | 0.826 | D | 0.841 | D | 0.015 |
| | PM | 0.656 | B | 0.664 | B | 0.008 | 0.749 | C | 0.757 | C | 0.008 |

* Denotes significant impact

Table 4: Volume to Capacity Ratios (V/c) and Levels of Service (LOS) with mitigation

| Impacted Intersection | Peak Hour | Future conditions | | Future + Project | | Project Impact $\Delta V/c$ | Future + Project + Mitigation | | Final Impact $\Delta V/c$ |
|--------------------------|-----------|-------------------|-----|------------------|-----|--------------------------------|-------------------------------|-----|------------------------------|
| | | V/c | LOS | V/c | LOS | | V/c | LOS | |
| De Soto Av & Nordhoff St | AM | 1.053 | F | 1.075 | F | 0.023 | 0.965 | E | -0.088 |
| | PM | 0.929 | E | 0.957 | E | 0.028 | 0.936 | E | 0.007 |