



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

MITIGATED NEGATIVE DECLARATION

Granada Hills Home Depot

Case Number: ENV-2022-1982-EAF

Project Location: North Hills Shopping Center at the southeast corner of Devonshire Street and Balboa Boulevard in Granada Hills, Los Angeles, California

Community Plan Area: Granada Hills - Knollwood

Council District: 12 – John Lee

Project Description: The project involves the demolition of a portion of an existing shopping mall and the construction and operation of a Home Depot store. The site consists of a developed lot with an existing commercial building and associated parking situated within the existing North Hills Plaza. The site is currently developed with multi-tenant single, story building, associated asphalt concrete parking lot, drive aisles, and various underground utility installations. The existing building and associated parking will be partially demolished prior to the construction of the proposed Home Depot store. An old drainage channel that transected the site from the northwest corner towards the southwest corner of the site has been filled in a part of the site development. Currently, a storm drain easement runs through the southwestern portion of the site. The existing underground utilities include domestic water, private fire service water, electrical and communication conduits, sewer, and storm drain. Existing elevations at the site range from approximately 940 above mean sea level (MSL) at the northeast end of the site to approximately 925 above MSL at the southeast end of the site.

Based on preliminary site information, the project will include the construction of a new Home Depot store. The store footprint will occupy 107,891 square feet (sf) with a Garden Center that occupies an area of 28,118 sf, a 2,465 sf tool rental center space with a truck loading dock, a lumber canopy, and various other appurtenances. Further site improvements are to include vehicular pavements for drive aisles and parking lots, a pylon sign, surface concrete flatwork, and underground utilities. A portion of the existing storm drain and box culvert will be rerouted prior to construction of the proposed Home Depot store.

The requested entitlements include, pursuant to Los Angeles Municipal Code Section 12.32-C, an Entitlement Application for a proposed Home Improvement Store with Garden Center. Therefore, the project will be filing for Project Permit Compliance and Design Review Board for the Granada Hills Specific Plan Compliance. Site Plan Review for any change of use other than to a drive-through fast food establishment which results in a net increase of 1,000 or more average daily trips; and any additional actions including but not limited to, tree removal, demolition, grading, excavation, haul route, and building permits.

PREPARED BY:
The City of Los Angeles
Department of City Planning

APPLICANT:
Pasadena Tech Properties, LLC
AGENT/REPRESENTATIVE:
Lars Andersen & Associates, Inc.

July 2022

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

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

1.1 PURPOSE OF AN INITIAL STUDY

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

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

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

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

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1. INTRODUCTION

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

2. EXECUTIVE SUMMARY

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

3. PROJECT DESCRIPTION

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

4. EVALUATION OF ENVIRONMENTAL IMPACTS

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

1.3 CEQA PROCESS

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the project, will provide opportunities for the public to participate in the environmental review process. As described below, throughout the CEQA process, an effort will be made to inform, contact, and solicit input on the project from various government agencies and the general public, including stakeholders and other interested parties.

At the onset of the environmental review process, the City has prepared an Initial Study to identify the preliminary environmental impacts of the project. The Initial Study for the project determined that the proposed project would not have significant environmental impacts that would require further study.

If the project is approved, then within five days of the action, the City files a Notice of Determination with the County Clerk. The Notice of Determination is posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the Lead Agency by any person, either orally or in writing, during the public comment period.

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed project may have a significant effect on the environment. This Initial Study determined that the proposed project could have potentially significant environmental impacts but mitigation measures agreed to by the applicant would avoid or reduce such impacts to a point where clearly no significant impacts would occur.

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) or Negative Declaration (ND) is provided to inform the general public, responsible agencies, trustee agencies, and the County Clerk of the availability of the document and the locations where the document can be reviewed. A 20-day review period (or 30-day review period when the document is submitted to the State Clearinghouse for state agency review) is identified to allow the public and agencies to review the document. The notice is mailed to any interested parties and is noticed to the public through publication in a newspaper of general circulation.

The decision-making body then considers the Mitigated Negative Declaration or Negative Declaration, together with any comments received during the public review process and may adopt the MND or ND and approve the project. In addition, when approving a project for which an MND or ND has been prepared, the decision-making body must find that there is no substantial evidence that the project will have a significant effect on the environment, and that the ND or MND reflects the Lead Agency's independent judgement and analysis. When adopting an MND, the Lead Agency must also adopt a mitigation monitoring program to ensure that all proposed mitigation measures are implemented to mitigate or avoid significant environmental effects.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	Granada Hills Home Depot
ENVIRONMENTAL CASE NO.	ENV-2022-1982-EAF
RELATED CASES	ZA-2022-1981-CUP-SPP-SPR

PROJECT LOCATION	Southeast corner of Balboa Boulevard and Devonshire Street
COMMUNITY PLAN AREA	Granada Hills - Knollwood
EXISTING GENERAL PLAN DESIGNATION	Community Commercial
PROPOSED GENERAL PLAN DESIGNATION	Community Commercial
EXISTING ZONING	C2-1VL
PROPOSED ZONING	C2-1VL
COUNCIL DISTRICT	12

LEAD CITY AGENCY	City of Los Angeles Department of City Planning
STAFF CONTACT	Will Cabrera
ADDRESS	200 North Spring Street, Room 763 Los Angeles, CA 90012
PHONE NUMBER	(818) 374-9903
EMAIL	william.cabrera@lacity.org

APPLICANT	Pasadena Tech Properties, LLC 2455 Paces Ferry Road Atlanta, GA 30339 Phone: 770-384-2406
AGENT/REPRESENTATIVE	Lars Andersen & Associates, Inc. 4694 West Jacqueline Avenue Fresno, CA 93722 Phone: 559-978-7643

PROJECT DESCRIPTION

The proposed project includes the construction of a new 107,891-square-foot (sf) Home Depot Store with a 28,118 sf Garden Center, a 2,465 sf tool rental center (TRC) space with a truck loading dock, a lumber canopy, and various associated appurtenances at the existing shopping center located at Balboa Boulevard and Devonshire Street. Other project improvements would include vehicular pavements for drive aisles and parking lots, a pylon sign, surface concrete flatwork, and underground utilities. A portion of an existing storm drain and box culvert present in the south portion of the site will be rerouted prior to construction of the proposed Home Depot store. The project would also involve demolition of approximately 95,608 sf of the existing movie theater and various retail/commercial space. The site is zoned C2-1VL with a Land Use Designation of Community Commercial. The site is also in the Granada Hills Specific Plan Sector A (ZI-1586).

The requested entitlements include, pursuant to Los Angeles Municipal Code (LAMC) Section 12.32-C, an Entitlement Application for a proposed Home Improvement Store with Garden Center. Therefore, the project will be fling for Project Permit Compliance and Design Review Board for the Granada Hills Specific Plan Compliance. Site Plan Review for any change of use other than to a drive-through fast food establishment which results in a net increase of 1,000 or more average daily trips; and any additional actions including but not limited to, tree removal, demolition, grading, excavation, haul route, and building permits.

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

ENVIRONMENTAL SETTING

The subject property is situated on a developed commercial lot within the North Hills Plaza in Granada Hills, California. The project site fronts on Devonshire Street to the north and is bounded by commercial buildings and associated parking lots to the west, by single-family residential properties and a commercial building to the east, and single-family residential properties to the south. Figure 1 shows the regional location, Figure 2 shows the project location on a USGS map, and Figure 3 shows the project location on an aerial photograph.

The project site is currently occupied by an existing building and associated asphalt concrete (AC) parking lots that will be partially demolished prior to construction of the proposed Home Depot store. The site is relatively flat, ranging in elevations between approximately 940 feet above mean sea level (MSL) to the northeast and approximately 925 feet above MSL to the southeast. Based on our review of historical topographic maps and aerial photographs, it is evident that the site was first developed in the late 1950's. As part of development at that time, a southeast-trending drainage was filled in that transected the southwest portion of the site. A sewer easement is roughly located along the center of the filled-in drainage.

The site is located within the Granada Hills - Knollwood Community Plan with a Land Use Designation of Community Commercial and is zoned C2-1VL. The site is also in the Granada Hills Specific Plan Sector A (ZI-1586). The site is further located within the Local Emergency Temporary Regulations - Time Limits and Parking Relief Zone (ZI-2498), LAMC 16.02.1. The Ordinance has two relief components: the extension of time limits, which includes extensions for the expiration of certain Conditional Use Permits (CUPs) and Quasi-Judicial approvals (Section 12.24), as well as any concurrent actions; and Automobile Parking Requirements, which grants modifications to existing parking requirements for businesses that meet the eligibility requirements, in certain limited circumstances.

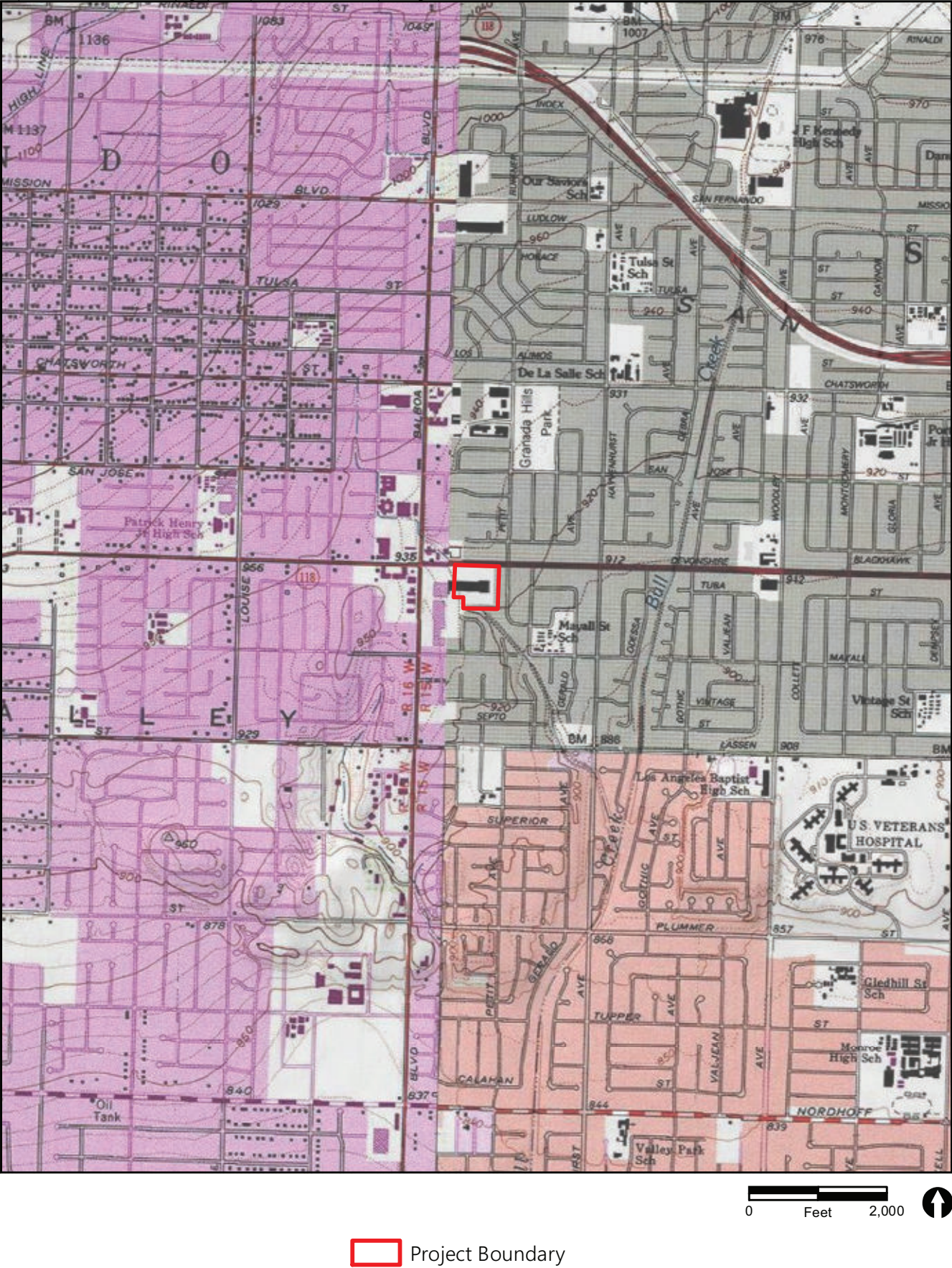


FIGURE 2
Project Location on USGS Map



FIGURE 3
Project Location on Aerial Photograph

Surrounding uses include a mix of commercial uses to the north and west, commercial/office, multi-family and single-family development to the east, and single-family residential and Los Angeles Fire Department Station 87 (Station 87 – Granada Hills) to the south. The northern commercial/office properties (across Devonshire Street) are zoned C2-1VL and C4-1VL. Multi-family and single-family development to the east are zoned RS-1 (Suburban) and R3-1 (Multiple Dwelling). Single-family residential and Station 87 – Granada Hills to the south are zoned RS-1 (Suburban) PF-1L (Public Facilities). Commercial/office, and single-family development to the west are zoned C2-1VL, A2-1VL (Agriculture), P-1VL (Automobile Parking), and RE-11-1 (Residential Estate).

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

None.

CALIFORNIA NATIVE AMERICAN CONSULTATION

Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

In compliance with AB 52, the City provided notice to tribes soliciting requests for consultation on **ADD DATE. Add information from City.**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

PRINTED NAME

TITLE

SIGNATURE

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

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

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The proposed project includes the construction of a new 107,891 sf Home Depot Store with a 28,118 sf Garden Center, a 2,465 sf TRC space with a truck loading dock, a lumber canopy, and various associated appurtenances at the existing shopping center located at Balboa Boulevard and Devonshire Street (Figure 4). Other project improvements would include vehicular pavements for drive aisles and parking lots, a pylon sign, surface concrete flatwork, and underground utilities. A portion of an existing storm drain and box culvert present in the south portion of the site will be rerouted prior to construction of the proposed Home Depot store.

The requested entitlements include, pursuant to LAMC Section 12.32-C, an Entitlement Application for a proposed Home Improvement Store with Garden Center. Therefore, the project will be filing for Project Permit Compliance and Design Review Board for the Granada Hills Specific Plan Compliance. Site Plan Review for any change of use other than to a drive-through fast food establishment which results in a net increase of 1,000 or more average daily trips; and any additional actions including but not limited to, tree removal, demolition, grading, excavation, haul route, and building permits.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location and Existing Conditions

The subject property is situated on a developed commercial lot within the North Hills Plaza in Granada Hills, California. The project site fronts on Devonshire Street to the north and is bounded by commercial buildings and associated parking lots to the west, by single-family residential properties and a commercial building to the east, and single-family residential properties to the south.

The project site is currently occupied by an existing building and associated AC parking lots that will be partially demolished prior to construction of the proposed Home Depot store. The site is relatively flat, ranging in elevations between approximately 940 feet above MSL to the northeast and approximately 925 feet above MSL to the southeast. Based on our review of historical topographic maps and aerial photographs, it is evident that the site was first developed in the late 1950s. As part of development at that time, a southeast-trending drainage was filled in that transected the southwest portion of the site (see Figure 2). A sewer easement is roughly located along the center of the filled in drainage.

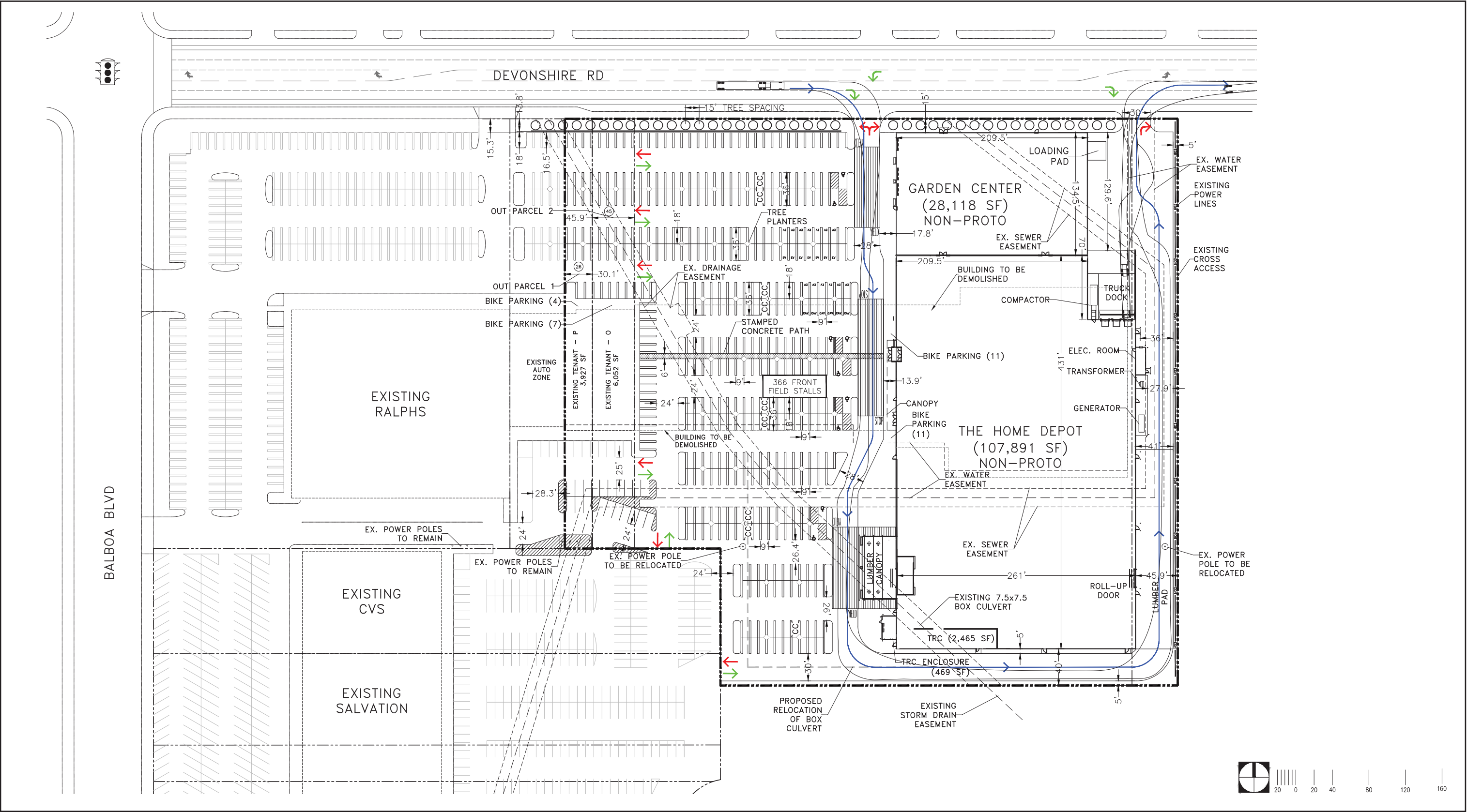


FIGURE 4
Site Plan

The site is located within the Granada Hills - Knollwood Community Plan with a Land Use Designation of Community Commercial and is zoned C2-1VL. The site is also in the Granada Hills Specific Plan Sector A (ZI-1586). The site is further located within the Local Emergency Temporary Regulations -Time Limits and Parking Relief Zone (ZI-2498), LAMC 16.02.1. The Ordinance has two relief components: the extension of time limits, which includes extensions for the expiration of certain Conditional Use Permits (CUPs) and Quasi-Judicial approvals (Section 12.24), as well as any concurrent actions; and Automobile Parking Requirements, which grants modifications to existing parking requirements for businesses that meet the eligibility requirements, in certain limited circumstances.

The site is not located within an Alquist-Priolo Fault Zone, Airport Hazard Area, Very High Fire Hazard Severity Zone, Flood Zone, Landslide area, Liquefaction Zone, Tsunami Inundation Zone.

3.2.2 Surrounding Land Uses

Surrounding uses include a mix of commercial uses to the north and west, commercial/office, multi-family and single-family development to the east, and single-family residential and Los Angeles Fire Department Station 87 (Station 87 – Granada Hills) to the south. The northern commercial/office properties (across Devonshire Street) are zoned C2-1VL and C4-1VL. Multi-family and single-family development to the east are zoned RS-1 (Suburban) and R3-1 (Multiple Dwelling). Single-family residential and Station 87 – Granada Hills to the south are zoned RS-1 (Suburban) PF-1L (Public Facilities). Commercial/office, and single-family development to the west are zoned C2-1VL, A2-1VL (Agriculture), P-1VL (Automobile Parking), and RE-11-1 (Residential Estate).

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The project involves the construction of a new 107,891 sf Home Depot store with a 28,118 sf Garden Center, a 2,465 sf TRC space with a truck loading dock, a lumber canopy, and various associated appurtenances. Other improvements will include vehicular pavements for drive aisles and parking lots, a pylon sign, surface concrete flatwork, and underground utilities. A portion of an existing storm drain and box culvert present in the south portion of the site would be rerouted prior to construction of the proposed Home Depot store.

3.4 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to LAMC Section 12.32-C, an Entitlement Application for a proposed Home Improvement Store with Garden Center. Therefore, the project will be filing for Project Permit Compliance and Design Review Board for the Granada Hills Specific Plan Compliance.

- Pursuant to LAMC Section 16.05, a Site Plan Review for any change of use other than to a drive-through fast food establishment which results in a net increase of 1,000 or more average daily trips.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route, street tree removal, foundation permits, building permits, and sign permits.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

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

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

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

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project would replace existing development within an existing shopping center with a Home Depot store. As shown in Figure 5, the proposed Home Depot Store would be consistent with the surrounding urban environment. The existing visual character of the surrounding locale is highly urban and the project site is not located within or along a designated scenic highway, corridor, or parkway. No designated scenic vistas in the local area would be impeded, and the project will not substantially block any scenic vistas. Therefore, there will be no impact on aesthetics and no impact on a scenic vista. No mitigation is required.



FIGURE 5
Architectural Elevations

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

No Impact. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. There are no State Scenic Highways located within view of the project site. The City of Los Angeles General Plan Mobility Plan 2035 (Appendix B: Inventory of Designated Scenic Highways and Guidelines) indicates that there are also no City-designated scenic highways are located near the project site.

Balboa Boulevard is a City-designated scenic highway from Interstate 5 (I-5) to Sesnon Boulevard and from Victory Boulevard to Burbank Boulevard. The first segment is approximately 4 miles north of the project site and the second is approximately 5 miles to the south of the project site. Devonshire Street does not have a scenic designation for any portion of the street. Therefore, no impact on aesthetics and no impacts on related to scenic highways would occur and no mitigation is required.

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

No Impact. The project is in an urbanized, developed area. A significant impact would occur if the proposed project would conflict with applicable zoning and other regulations governing scenic quality. The project is compatible with the Community Plan and the Urban Design Guidelines. There are no additional regulations governing scenic quality that apply to the subject site. Additionally, the proposed project will not change the visual character of its surroundings. Therefore, no impact on aesthetics will occur and no mitigation is required.

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

No Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The project would redevelop an existing shopping center, including a movie theatre, with a new Home Depot store. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include streetlights, vehicle headlights, and interior and exterior building illumination. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, no impact on aesthetics and no impact on light and glare would occur and no mitigation is required.

II. AGRICULTURE AND FORESTRY RESOURCES

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				

No Impact. The project site is located within a developed and urbanized area of the City. No farmland or agricultural activity exists on or near the project site. The California Department of

Conservation Farmland Mapping and Monitoring Program (FMMP) 2016 map of Los Angeles County Important Farmland indicates the project site consists of “urban and built-up land” and does not designate the Project Site or surrounding properties as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would have no impact on agriculture or forestry resources, and no mitigation is required.

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

No Impact. The project site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The project site has a land use designation of Community Commercial. As such, the project site is not zoned for agricultural production, and there is no farmland at the project site. In addition, no Williamson Act Contracts are in effect for the project site. As such, no impacts would occur, and no mitigation is required.

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

No Impact. As mentioned previously, the project site has a land use designation of Community Commercial. As such, the project site is not zoned as forest land or timberland, and there is no timberland production at the project site. As such, no impacts would occur, and no mitigation is required.

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

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

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

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

III. AIR QUALITY

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

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

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

Less than Significant. An Air Quality Report was prepared for the project by RECON Environmental, Inc. and is included as Appendix A to this IS/MND.

The South Coast Air Basin (SoCAB) is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except for the 8-hour ozone and 2.5-micron particulate matter (PM_{2.5}) standards. The SoCAB is also designated as in nonattainment for state air quality standards for 8-hour ozone and PM_{2.5}, and additionally is in nonattainment of state 10-micron particulate matter (PM₁₀) standards. The regional air quality plan, the 2016 Air Quality Management Plan (AQMP), outlines measures to reduce emissions of ozone and PM_{2.5}. Whereas reducing PM concentrations is achieved by reducing emissions of PM_{2.5} to the atmosphere, reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, volatile organic compounds (VOC), and oxides of nitrogen (NO_x).

The growth forecasting for the 2016 AQMP is based in part on the land uses established by local general plans. Thus, if a project is consistent with land use as designated in the local general plan, it can normally be considered consistent with the 2016 AQMP. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the 2016 AQMP if the proposed land use is less intensive than buildout under the current designation. For projects that propose a land use that is more intensive than the current designation, analysis that is more detailed is required to assess conformance with the 2016 AQMP.

The project site is designated as Community Commercial in the City's General Plan and is zoned C2-1VL. The project would be consistent with these designations, and therefore would not result in an exceedance of the growth forecasting used to develop the 2016 AQMP. Further, the project would result in a decrease in emissions compared to the existing land use. This is due to the decrease in project-generated trips.

Another factor used to determine if a project would conflict with implementation of the 2016 AQMP is determining if the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards (National Ambient Air Quality Standards [NAAQS] and California Ambient Air Quality Standards [CAAQS]) or interim emissions reductions specified in the 2016 AQMP. NAAQS and CAAQS violations could occur if project emissions would exceed regional significance thresholds or Localized Significance Threshold (LSTs). As shown in Tables 1 and 2, construction and operational emissions would not exceed the regional significance thresholds. Additionally, as shown in Tables 3 and 4, construction and operational emissions would not exceed the LSTs. Therefore, the project would not conflict with or obstruct the implementation of the 2016 AQMP or applicable portions of the SIP, and impacts would be less than significant.

Table 1 Maximum Daily Construction Emissions						
Construction	Emissions (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	2	23	21	<1	3	1
Site Preparation	1	10	8	<1	3	2
Grading	1	12	11	<1	3	2
Building Construction	2	17	22	<1	3	1
Paving	1	10	15	<1	1	<1
Architectural Coatings	40	1	3	<1	<1	<1
Maximum Daily Emissions¹	40	23	22	<1	3	2
<i>SCAQMD Significance Threshold</i>	75	100	550	150	150	55
<i>Exceeds Threshold?</i>	No	No	No	No	No	No

¹Emissions were rounded to the nearest whole number. Emissions reported as <1 indicate that emissions were calculated to be less than 0.5 pound per day.

Table 2 Summary of Project Operational Emissions (pounds per day)						
Source	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	3	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	14	17	149	<1	38	10
Total	18	17	149	<1	38	10
<i>SCAQMD Significance Threshold</i>	55	55	550	150	150	55
<i>Exceeds Threshold?</i>	No	No	No	No	No	No

NOTE: Totals may vary due to independent rounding.

Table 3 Localized Construction Emissions				
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation (1.5 acres per day)				
Maximum On-Site Daily Emission	10.2	7.6	3.0	1.8
<i>LST Threshold</i>	123.9	532.3	5.0	3.5
Exceeds Threshold?	No	No	No	No
Grading (2.0 acres per day)				
Maximum On-Site Daily Emission	11.7	10.8	3.1	1.8
<i>LST Threshold</i>	147.0	644.0	6.0	4.0
Exceeds Threshold?	No	No	No	No

Table 4 Localized Operations Emissions				
Operations	Pollutant (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	0.00	0.01	0.00	0.00
Energy Sources	0.06	0.05	0.00	0.00
Maximum On-Site Emissions	0.06	0.06	0.00	0.00
<i>Operations LST Threshold¹</i>	103	426	1	1
Exceeds Threshold?	No	No	No	No
¹ Emissions are assessed against the threshold for 1-acre project sites with sensitive receptors within 25 meters of the project site boundary.				

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

Less than Significant. The SoCAB is classified as in attainment for all criterion pollutants except for ozone, PM₁₀, and PM_{2.5}. The SoCAB is designated as a nonattainment area for federal AAQS for the 8-hour ozone and PM_{2.5} standards, and is in nonattainment area under state PM₁₀ standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_x and reactive organic gases (ROG) are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone.

Based on SCAQMD cumulative significance methodologies, the emissions-based thresholds shown in Table 3 are used to determine if a project’s contribution to regional cumulative emissions is cumulatively considerable. These thresholds were used to assess the significance of the project-specific and cumulative air quality impacts. Air quality impacts are basin-wide, and air quality is affected by all pollutant sources in the SoCAB. As the individual project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the project’s contribution to cumulative impacts.

As shown in Tables 1 and 2 above, emissions of ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5} from construction and operation would be below the SCAQMD’s thresholds of significance. These thresholds are designed to provide limits below which project emissions from an individual project would not significantly affect regional air quality or the timely attainment of the NAAQS and CAAQS. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. The nearest sensitive receptors are the residential uses located adjacent to the eastern and southern project boundaries.

Diesel Particulate Matter – Construction

Construction of the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Other construction-related sources of diesel particulate matter (DPM) include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Not all construction worker vehicles would be diesel-fueled and most DPM emissions associated with material delivery trucks and construction worker vehicles would occur off-site.

For purposes of analyzing construction-related toxic air contaminant emissions and their impact on sensitive receptors, the maximum annual PM₁₀ emissions from equipment exhaust were used to develop an average daily emission rate. The exhaust emissions were calculated by CalEEMod, and the maximum annual DPM concentration was calculated using AERSCREEN. AERSCREEN calculates a worst-case maximum 1-hour concentration at a specific distance and specific angle from the source. The maximum 1-hour concentration is then converted to an annual concentration using a 0.08 conversion factor (U.S. Environmental Protection Agency [U.S. EPA] 1992).

Once the dispersed concentrations of diesel particulates are estimated in the surrounding air, they are used to evaluate estimated exposure to people. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups: third trimester of pregnancy, 0<2, 2<9, 2<16, 16<30 and 16–70 years. The equation for dose through inhalation (Dose-air) is as follows:

$$\text{Dose-air} = (C_{\text{air}} \times \text{DBR} \times A \times \text{EF} \times 10^{-6});$$

Where:

Dose-air	=	Chronic daily intake, mg/kg/d
C _{air}	=	Ground-level concentration of toxic air contaminants to which the receptor is exposed, micrograms/cubic meter
DBR	=	Daily breathing rate, normalized to body weight (liters per kilogram body weight per day (Office of Environmental Health Hazard Assessment [OEHHA] 2015)
A	=	Inhalation absorption factor (OEHHA recommended factor of 1)
EF	=	Exposure frequency, days/year (OEHHA recommended factor of 0.96 for resident and 0.68 for workers)

Cancer risk is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home and the exposure duration divided by averaging time, to yield the excess cancer risk. The excess cancer risk is calculated

separately for each age grouping and then summed to yield cancer risk for any given location. The worst-case cancer risk is calculated as follows:

$$\text{Excess Cancer Risk} = \text{Dose-air} \times \text{CPF} \times \text{ASF} \times \text{ED/AT} \times \text{FAH};$$

Where:

Dose-air	=	Chronic daily intake, mg/kg body weight per day
CPF	=	Cancer potency factor (mg/kg/d)
ASF	=	Age sensitivity factor
ED	=	Exposure duration (years)
AT	=	Averaging time for lifetime cancer risk (years)
FAH	=	Fraction of time at home

Non-cancer risks are defined as chronic or acute. With respect to DPM only chronic risks are calculated and are determined by the hazard index. To calculate hazard index, DPM concentration is divided by its chronic Reference Exposure Levels. Where the total equals or exceeds one, a health hazard is presumed to exist.

In this analysis, non-carcinogenic impacts are evaluated for chronic exposure inhalation exposure. Estimates of health impacts from non-carcinogenic concentrations are expressed as a hazard quotient (HQ) for individual substances, such as diesel particulate. An HQ of one or less indicates that adverse health effects are not expected to result from exposure to emissions of that substance. Reference Exposure Levels are defined as the concentration at which no adverse health effects are anticipated. Generally, the inhalation pathway is the largest contributor to the total dose. The HQ is calculated with the following equation:

$$\text{HQ} = \text{Ground-Level Concentration } (\mu\text{g}/\text{m}^3) / \text{Reference Exposure Level } (\mu\text{g}/\text{m}^3)$$

It should also be noted that all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to five minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements.

Based on the CalEEMod calculations for project construction, the project would result in on-site maximum annual emissions of 0.0938 ton of PM₁₀ exhaust. This maximum annual emissions rate was modeled over the entire two-year construction period, and therefore is a conservative assessment. Based on AERSCREEN modeling results, the maximum 1-hour ground-level DPM concentration from construction activities would be 0.0304 micrograms per cubic meter (µg/m³). This was converted to an annual average concentration of 0.0243 µg/m³ using a conversion factor of 0.08 (U.S. EPA 1992). The resulting annual concentration was used in the equations discussed above. Using this methodology, it was calculated that the excess cancer risk would be 0.84 in a million. AERSCREEN and cancer risk calculations are provided in Attachment 2. DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer. Additionally, the HQ would be 0.0005, which is less than one. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with diesel particulate matter during construction that could result in excess cancer risks, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A carbon monoxide (CO) hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near congested intersections where idling and queuing occurs. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the Sacramento Metropolitan Air Quality Management District screening threshold of 31,600 vehicles per hour.

The AM and PM peak hour turning volumes at the study area intersections were obtained from the Transportation Assessment Report prepared for the project. The volumes are summarized in Table 5.

Table 5 Intersection Turning Volumes		
Intersection	AM Peak Hour Volume	PM Peak Hour Volume
Devonshire Street and Balboa Boulevard	5,539	5,637
Devonshire Street and Petit Avenue	1,707	2,382
Devonshire Street and Hayvenhurst Avenue	2,307	3,073
Balboa Boulevard and Lassen Street	5,992	4,976
SOURCE: Linscott, Law & Greenspan Engineers 2022.		

As determined in the Transportation Assessment Report, the project would generate a net increase of 113 AM peak hour trips and a net decrease of 81 PM peak hour trips. Based on this, the hourly turning volumes at nearby intersections are projected to be well less than 31,600 vehicles per hour. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with a CO hot spot, and impacts would be less than significant.

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

Less than Significant. The potential for an odor impact is dependent on a number of variables, including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. During construction, construction equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short term and temporary in nature. Further, per CARB's Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturers' specifications or for safety reasons. Therefore, project construction would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

The following list provides some common types of facilities that are known producers of objectionable odors (Bay Area Air Quality Management District 2017). This list of facilities is not meant to be all-inclusive.

- Wastewater Treatment Plant
- Wastewater Pumping Facilities
- Sanitary Landfill
- Transfer Station
- Composting Facility
- Petroleum Refinery
- Asphalt Batch Plant
- Chemical Manufacturing
- Fiberglass Manufacturing
- Painting/Coating Operations
- Rendering Plant
- Coffee Roaster
- Food Processing Facility
- Confined Animal Facility/Feed Lot/Dairy
- Green Waste and Recycling Operations
- Metal Smelting Plants

The project does not include any of these uses that are typically associated with odor complaints. The project does not propose any uses or activities that would result in potentially significant operational-source odor impacts. Additionally, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Therefore, project operation would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans,				

policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The proposed project is within a highly urbanized area that does not contain any biological resources or habitat area. The site is zoned C2-1VL and the General Plan Land Use Designation is Community Commercial. The site is improved with a shopping center and movie theatre. The project would redevelop the site with a new 107,891 sf Home Depot store with a 28,118 sf Garden Center, a 2,465 sf TRC space with a truck loading dock, a lumber canopy, and various associated appurtenances. Development of the project site would not have an 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 CDFW or USFWS, and no impacts would occur. No mitigation is required.

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

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

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

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with an existing shopping center and movie theatre. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur and no mitigation is required.

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

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

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

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

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

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

V. CULTURAL RESOURCES

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

NOTE: This section will be updated upon completion of the cultural resources report (Appendix B).

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

Less than Significant Impact. A Historic Building Evaluation was prepared for the project by RECON Environmental, Inc. and is included as Appendix C to this IS/MND. The report presents the methods and results of a historic building evaluation of the North Hills Shopping Center at the southeast corner of Devonshire Street and Balboa Boulevard within the community of Granada Hills-Knollwood, in Los Angeles County. A field visit to the building was conducted on June 13, 2022, by Harry Price and Nathaniel Yerka, to photograph and obtain information on the current condition of the buildings. Archival research was conducted online. According to the City of Los Angeles Department of Building and Safety records report, the building at 16830 Devonshire Street was constructed between 1958 and 1959.

The building has been altered significantly since initial construction. In 1994, the eastern anchor suite was demolished and replaced with the current theater building, which is also proposed for demolition. Additionally, the front of the remainder of the building was remodeled to replace the metal arcade with a stucco arcade and the front façade was covered with knockdown patterned stucco. Alterations to the rear included additions of wooden enclosures, metal doors, new windows, and decorative rock façades. These alterations indicate a lack of integrity of design, materials, workmanship, and feeling.

As described in the Historic Building Evaluation, the building is not recommended eligible for listing on the California Register of Historical Resources because the building is not associated with a significant event or person and does not represent a unique construction method nor was it designed by a master architect. The building has been placed in a Historic Preservation Overlay Zone in the city of Los Angeles, but does not qualify under the criteria for a Historic-Cultural Monument designation. Therefore, impacts will be less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact would occur if a known or unknown archaeological resource were to be removed, altered, or destroyed as a result of the proposed project. Section 15064.5 of the State CEQA guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, or resources that constitute unique archaeological resources. The applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant and no mitigation is required.

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

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

VI. ENERGY

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

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

Less Than Significant Impact. The proposed project would be subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC), the project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified. Therefore, the impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. As stated above, the project's improvements and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, impacts of the project would be less than significant, and no mitigation is required.

VII. GEOLOGY AND SOILS

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

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

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

Less than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy.

A Geotechnical Evaluation was prepared for the project on July 30, 2021 by Ninyo & Moore (Appendix D). As described in the Geotechnical Evaluation, the proposed project is not located within a State of California Earthquake Fault Zone (Alquist-Priolo Special Studies Zone). The closest known major active fault is the San Fernando segment of the Sierra Madre Fault, which is located approximately 3.3 miles north of the project site (see Appendix C). As such, the proposed project could be subjected to significant shaking in the event of a major earthquake from any of the faults noted above or other faults in the southern California region. However, potential impacts to the project would be reduced through adherence to requirements specified in the Los Angeles Building Code and Title 24 of the California Building Code. Therefore, impacts would be less than significant and no mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the proposed project could expose people and structures to strong seismic ground shaking. The design of the project would be in accordance with the provisions of the latest California Building Code and Los Angeles Building Code (implemented at the time of building permits) will mitigate the potential effects of strong ground shaking. The design and construction of the project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC). Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk of loss, injury or death. Therefore, impacts related to seismic ground shaking will be less than significant and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

No Impact. A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. The California Department of Conservation EQ Zapp: California Earthquake Hazards Zone Application shows that the project site is not located within a Liquefaction Zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur and no mitigation is required.

iv) Landslides?

No Impact. A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation EQ Zapp: California Earthquake Hazards Zone Application, the project site is not located within a Landslide Zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur and no mitigation is required.

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

Less than Significant Impact. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area.

The project will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant and no mitigation is required.

d) Be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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

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

No Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation is required.

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

Less than Significant Impact. A significant impact could occur if grading or excavation activities associated with the project were to disturb unique paleontological resources or unique geologic features that presently exist within the project site. The project site is located within an urbanized area that has been subject to grading and development in the past and is not known to contain any unique paleontological resource or site or unique geologic feature. Potential paleontological or geologic impacts of the project would be less than significant, and no mitigation is required.

VIII. GREENHOUSE GAS EMISSIONS

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

Less than Significant Impact. A Greenhouse Gas Analysis was prepared for the project by RECON Environmental, Inc. and is included as Appendix E to this IS/MND. The CEQA Guidelines allow lead agencies to establish significance thresholds for their respective jurisdictions. These significance thresholds may be adopted after considering thresholds of significance adopted or recommended by other public agencies or experts.

The City has not adopted its own GHG Thresholds of Significance for CEQA. As such, to address the first GHG threshold, this analysis uses the SCAQMD recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects. The SCAQMD published its *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans* in 2008 (SCAQMD 2008, 2010). The interim thresholds are a tiered approach; projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers.

Consistent with the SCAQMD guidance, the recommended tiered approach for land use development projects in SCAQMD jurisdiction is assessment against the applicable screening levels. The project would construct a commercial land use. Therefore, the SCAQMD screening threshold of 3,000 metric tons of carbon dioxide equivalent (MT CO₂E) was used. This screening level is intended to exempt projects that are too small to have significant impacts from further analysis. Emissions from all construction and operational sources were calculated and compared to the screening threshold. Because the project is subject to CEQA and is not subject to a regional GHG emissions reduction plan, the project does not fall under Tiers 1 or 2. As shown in Table 6, the project would result in a total of 5,552 MT CO₂E annually while the movie theater and portion of the shopping center that would be demolished generate 5,771 MT CO₂E annually, resulting in a net decrease of 219 MT CO₂.

Table 6 Project GHG Emissions (MT CO ₂ E)					
Source	Project GHG Emissions			Movie Theater and Shopping Center to be Demolished	Net Change
	Home Depot	Shopping Center (Portion to Remain)	Total		
Mobile	3,820	201	4,021	4,958	-937
Energy Source	598	51	649	629	20
Area Sources	<1	<1	<1	<1	<1
Water/Wastewater Sources	77	6	82	155	-72
Solid Waste Sources	758	5	764	29	734
Construction (Amortized over 30 years)	36	0	36	0	36
Total	5,288	263	5,552	5,771	-219
<i>SCAQMD Significance Threshold</i>					<i>3,000</i>

The project would result in a decrease in GHG emissions compared to the existing uses that would be demolished. Thus, project emissions would be less than the SCAQMD screening threshold of 3,000 MT CO₂E. Therefore, GHG emissions impacts would be less than significant without mitigation.

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

Less than Significant Impact. GHG emissions would be generated during construction and operation of the project. Construction activities emit GHGs primarily through the combustion of fuels in on- and off-road equipment and vehicles. Operational emissions include mobile, energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste sources. GHG emissions associated with construction and operation of the project were calculated and compared to the SCAQMD annual screening threshold of 3,000 MT CO₂E. This threshold is based on the concept of establishing a GHG emission market capture rate. Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than the identified market capture rate would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would, therefore, be less than cumulatively considerable. As shown in Table 6, the project would result in a total of 5,552 MT CO₂E annually while the movie theater and portion of the shopping center that would be demolished generate 5,771 MT CO₂E annually, resulting in a net decrease of 219 MT CO₂.

The project would result in a decrease in GHG emissions compared to the existing uses that would be demolished. Thus, project emissions would be less than the SCAQMD screening threshold of 3,000 MT CO₂E. Therefore, GHG emissions impacts would be less than significant without mitigation. Additionally, the project would be consistent with applicable 2017 Scoping Plan and Connect SoCal measures, and is in line with the GHG reductions needed to achieve the 2050 GHG emission reduction targets identified by Executive Order (EO) S-3-05. Furthermore, the project would be consistent with the Green New Deal, the City's Green Building Code, and the Mobility Plan 2035. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs. GHG impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

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

Less than Significant Impact. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project would redevelop a portion of the North Hills Shopping Center with a new Home Depot store. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. The project will comply with all applicable rules of the Southern California Air Quality Management District. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. California Health and Safety Code Chapter 6.95 "Hazardous Materials Release Response Plans and Inventory" requires businesses that handle more than a specified amount of hazardous materials to submit a Hazardous Materials Business Plan. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled. In addition, various federal, State, and local regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos, lead, and other hazardous materials have been adopted for demolition activities and would apply to all new development. Demolition that could result in the release of lead and/or asbestos must be conducted according to the California Division of Occupational Safety and Health (Cal/OSHA) standards. Compliance with existing regulations would ensure that schools and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities. Impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials within close proximity to an existing or proposed school. The site is located less than one-quarter mile from Valley Academy of Arts and Sciences, located at 10445 Balboa Boulevard and approximately one-quarter mile from the Granada Hills Recreation Center located at 16731 Chatsworth Street, in Granada Hills. California Health and Safety Code Chapter 6.95 "Hazardous Materials Release Response Plans and Inventory" requires businesses that handle more than a specified amount of hazardous materials to submit a Hazardous Materials Business Plan. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled. In addition, various federal, State, and local regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos, lead, and other hazardous materials have been adopted for demolition activities and would apply to all new

development. Demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Compliance with existing regulations would ensure that schools and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities. Impacts would be less than significant and no mitigation is required.

- 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?**

Less than Significant Impact. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The Geological Energy Management Division (CalGEM) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under CalGEM's oversight. Hazardous material sites were not identified on the subject site and surrounding area via EnviroStor. As such, impacts will be less than significant and no mitigation is required.

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

No Impact. The project site is not located within an airport land use plan, nor is it within two miles of a public or public use airport. Therefore, no impact will result and no mitigation is required.

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

No Impact. The County of Los Angeles developed the Emergency Response Plan (ERP) to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur and no mitigation is required.

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

No Impact. The project site is located within a highly urbanized area of the City and does not include wildlands or high-fire-hazard terrain or vegetation. In addition, the project site is not identified by the City as being located within an area susceptible to fire hazards. Additionally, the proposed Home Depot store would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, the project would not subject people or structures to a significant risk or loss, injury, or death as a result of exposure to wildland fires. No impacts related to this issue would occur, and no mitigation is required.

X. HYDROLOGY AND WATER QUALITY

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

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

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

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

The project involves the construction of a new 107,891 sf Home Depot store with a 28,118 sf Garden Center, a 2,465 sf TRC space. The project does not involve the introduction of new activities or features that could be sources of contaminants that would degrade groundwater quality. As a result, the project would not create or contribute runoff water that would exceed the pollutant profile associated with the existing condition of the project site and its surroundings. As such, potential water quality impacts from the project would be less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact would occur if the proposed project would substantially deplete groundwater or interfere with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater.

Excavation to accommodate subterranean levels is not being proposed and the scope of the work thus would not result in the interception of existing aquifers or penetration of the existing water table. Additionally, any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the LID Ordinance. The LID Ordinance requires that the project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. As such, through project design features and through regulatory compliance, impacts on groundwater supplies and groundwater recharge would be less than significant and no mitigation is required.

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

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

Less than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, such that erosion or siltation would result. The existing storm drain culvert would be relocated east of the garden center in a new easement. Thereby abandoning that portion of the existing easement. However, if the final structural analysis of the box culvert permits the construction of the garden center over the existing culvert, it would remain in place. The project site does not contain, nor is adjacent to, any stream or river. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related best management practices (BMPs) and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation and no mitigation is required.

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

Less than Significant Impact. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. The site is already developed with impermeable uses, including a shopping center, movie theatre and landscaping. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to flooding on- or off-site and no mitigation is required.

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

Less than Significant Impact. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Pursuant to local practice and City regulations, stormwater retention would be required as part of City's SUSMP implementation features and the requirements of the LID ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the project would not create or contribute to surface runoff that

would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality and no mitigation is required.

iv. Impede or redirect flood flows?

No Impact. The project site is located in an urbanized area that is currently served by storm drain infrastructure. The site is currently developed with impermeable uses including a shopping center, movie theatre and landscaping. The project would not change the local drainage pattern; therefore, the project would not have the potential to impede or redirect floodwater flows. No impact would occur, and no mitigation measures are necessary.

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

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

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

No Impact. A significant impact could occur if the project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The project involves the demolition of a movie theatre and a portion of a shopping center and the construction and operation of a Home Depot store. As compared to existing conditions, the project would not introduce different uses or potential sources of water pollutants. Moreover, the project would comply with the City's LID ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. No impacts would occur and no mitigation is required.

XI. LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which involves the demolition of existing buildings in an existing shopping center and replacement with a Home Depot store in an urbanized area of Los Angeles, would not divide an established community. Therefore, no impact would occur and no mitigation is required.

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

Less than Significant. A significant impact may occur if a project is inconsistent with a General Plan policy or zoning regulation was designed expressly to avoid or mitigate an environmental effect at the project site. The site is located within the Granada Hills - Knollwood Community Plan with a proposed General Plan Land Use Designation of Community Commercial. The subject site is currently zoned C2-1VL. The site is located within the Granada Hills Specific Plan Sector A (ZI-1586). The proposed project is consistent with the existing Community Commercial land use designation. The project is the demolition of an existing movie theatre and a portion of a shopping center and the construction and operation of a Home Depot store. The proposed use is permitted in Community Commercial land use designation. The decision maker will determine whether the discretionary requests, including the Site Plan Review determination, will conflict with applicable plans/policies. Impacts related to land use are addressed through compliance with existing regulations. Therefore, the impact would be less than significant and no mitigation is required.

XII. MINERAL RESOURCES

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

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

No Impact A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for community land uses and not as a mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur and no mitigation is required.

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

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated Community Commercial land uses and not as a mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally- valuable mineral resource, and no impact would occur and no mitigation is required.

XIII. NOISE

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

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

Less than Significant. A Noise Analysis was prepared for the project by RECON Environmental, Inc. and is included as Appendix F to this IS/MND.

Construction Noise

The project site fronts on Devonshire Street to the north and is bounded by commercial buildings and associated parking lots to the west, by single-family residential properties and a commercial building to the east, and single-family residential properties to the south. Pursuant to LAMC Section 112.05, construction equipment noise levels are restricted to 75 A-weighted decibels [dB(A)] at 50 feet from the source unless compliance is “technically infeasible” despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment. As shown in Table 7, maximum construction equipment noise levels are not projected to exceed 75 dB(A) with incorporation of the existing barrier located between the project site and the adjacent residences. Therefore, the project would comply with LAMC Section 112.05.

Additionally, the hourly average noise levels generated by the simultaneous use of construction equipment would be less than the maximum construction noise levels as construction equipment pieces do not constantly operate at full power during typical construction activities. As shown in Table 7, average hourly noise levels generated by project-related construction activities are

projected to range from 60 to 66 dB(A) L_{eq} (one-hour equivalent noise level) at the adjacent land uses.

Table 7 Construction Noise Levels at Off-site Receivers		
Receiver	Land Use	Construction Noise Level [dB(A) L_{eq}]
1	Residential	63
2	Residential	66
3	Residential	66
4	Residential	66
5	Residential	63
6	Residential	65
7	Residential	63
8	Residential	64
9	Residential	65
10	Residential	66
11	Residential	60
12	Residential	60
13	Residential	60
14	Residential	60
15	Commercial	65
dB(A) L_{eq} = A-weighted decibels equivalent noise level		

Although the adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Construction activities would only occur during the hours allowed by Section 41.40 of the LAMC. Therefore, on-site construction activities would not generate a substantial temporary increase in ambient noise levels, and impacts would be less than significant.

On-site Generated Noise

On-site noise sources on the project site after completion of construction would include parking lot activities, rooftop heating, ventilation, and air conditioning (HVAC) equipment, loading docks, and delivery trucks. As specified in LAMC Section 111.02, on-site noise sources may not increase the ambient level by more than 5 dB above ambient levels. The presumed ambient noise levels specified in LAMC Section 111.03 were used in this analysis. As shown in Table 8, project-generated noise levels are projected to range from 33 to 40 dB(A) L_{eq} at the adjacent residential uses and would be 45 dB(A) L_{eq} at the adjacent commercial use.

Table 8 Operational Noise Levels at Adjacent Property Lines [dB(A) L_{eq}]								
Receiver	Land Use	Presumed Ambient Noise Level (Day/Night) ¹	Noise Level due to On-Site Activities			Ambient Noise Level Plus Project-Generated Noise Level		
			7 a.m. to 10 p.m.	6 to 7 a.m. and 10 to 11 p.m.	11 p.m. to 6 a.m.	7 a.m. to 10 p.m.	6 to 7 a.m. and 10 to 11 p.m.	11 p.m. to 6 a.m.
1	Residential	50/40	39	38	35	50	42	41
2	Residential	50/40	38	36	33	50	42	41
3	Residential	50/40	38	37	33	50	42	41
4	Residential	50/40	36	35	34	50	41	41
5	Residential	50/40	37	37	34	50	42	41
6	Residential	50/40	35	35	33	50	41	41
7	Residential	50/40	35	35	33	50	41	41
8	Residential	50/40	35	35	34	50	41	41
9	Residential	50/40	36	36	34	50	41	41
10	Residential	50/40	38	38	36	50	42	41
11	Residential	50/40	38	38	37	50	42	42
12	Residential	50/40	39	39	37	50	42	42
13	Residential	50/40	40	40	39	50	43	42
14	Residential	50/40	38	38	37	50	42	42
15	Commercial	60/55	45	45	45	60	55	55
dB(A) L _{eq} = A-weighted decibels equivalent noise level								
¹ Refer to Section 2.2.1.								

The total ambient noise level plus project-generated noise levels would not result in any change in the daytime presumed ambient noise level at the adjacent residential and commercial uses, and would result in less than a 5 dB increase in the nighttime presumed ambient noise level at the adjacent residential and commercial uses. Therefore, operational HVAC noise would not generate a substantial permanent increase in ambient noise levels in excess of limits established in the LAMC, and impacts would be less than significant.

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

Less than Significant. The vibration evaluation is based on the California Department of Transportation (Caltrans) criterion for vibration levels to cause structural damage for older residential structures, which is 0.3 peak particle velocity (PPV) inch per second (in/sec) and the Caltrans criterion for vibration levels to cause structural damage for modern industrial/commercial buildings, which is 0.5 PPV in/sec. The nearest receptors are the residential uses located approximately as close as 15 feet from the project boundary. The largest piece of vibration-generating equipment that could be used for project construction is a large loaded truck. Vibration levels from a loaded truck would be 0.113 in/sec PPV at 15 feet. Vibration levels would not exceed the threshold of 0.3 PPV in/sec for older residential structures. Additionally, construction equipment would move throughout the entire site and would only be located near the project boundaries for short periods of time. Thus, vibration levels at the receptors located near the project boundaries would be less than these maximum levels for a majority of the construction period. Although vibration levels may be perceptible for short periods of time, maximum vibration levels would not exceed Caltrans criterion. Therefore, project construction would not generate excessive ground borne vibration or ground borne noise levels, and impacts would be less than significant. Once operational, the project would not be a source of ground borne vibration or

ground borne noise. On-road delivery trucks associated with operation would not generate significant levels of vibration.

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

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

XIV. POPULATION AND HOUSING

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				

Less than Significant. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The project would demolish a movie theatre and a portion of a shopping center and construct a Home Depot store. The project would accommodate jobs, in keeping with the Community Plan Community Commercial land use designation, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately studied in other portions of this document. Therefore, the impact would be less than significant and no mitigation is required.

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

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The project site does not contain existing dwelling units. The project would demolish an existing movie theatre and a portion of a shopping center and construct a Home Depot store. Thus, the project would not result in the displacement of people or housing. Therefore, no impact would result and no mitigation is required.

XV. PUBLIC SERVICES

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. 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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:

a) Fire protection?

Less than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Fire Station 87, located immediately adjacent to the project site at 10124 Balboa Avenue. The project would demolish an existing movie theatre and a portion of a shopping center and construct a Home Depot store. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact and no mitigation is required.

b) Police protection?

Less than Significant Impact. The project site and the surrounding area are currently served by the Los Angeles Police Department (LAPD) Devonshire Police Station at 10250 Etiwanda Avenue, Northridge, which is approximately 1.6 miles west of the project site. Given that there is a police station in close proximity to the project site and that the proposed Home Depot store would replace an existing movie theatre and a portion of a shopping center, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for police protection. Impacts will be less than significant, and no mitigation is required.

c) Schools?

No Impact. Implementation of the proposed project, which would replace an existing movie theatre and a portion of a shopping center with a Home Depot store. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand in schools. Since the project does not propose any housing and would replace a commercial business with another commercial business, the project would not increase the number of students attending surrounding Los Angeles Unified School District (LAUSD) grade schools. Therefore, no impact would occur and no mitigation is required.

d) Parks?

No Impact. The proposed Home Depot store would replace an existing movie theatre and a portion of a shopping center. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. Since the project does not propose any housing and would replace a commercial business with another commercial business, the project would not require expansion of an existing park or construction of a new park. Therefore, no impact would occur and no mitigation is required.

e) Other public facilities?

No Impact. The proposed Home Depot store would replace an existing movie theatre and a portion of a shopping center. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public facilities, such as libraries. Since the project does not propose any housing and would replace a commercial business with another commercial business, new or expanded governmental facilities, such as libraries would not be required. Therefore, no impact would occur and no mitigation is required.

XVI. RECREATION

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

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

No Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. The project will not result in a substantial increase in number of jobs or residents in the area such that deterioration of recreational facilities would occur or be accelerated. Therefore, a less than significant impact would occur and no mitigation is required.

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

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The project would not be adding enough employment or residents to the area to require the construction or expansion of recreational facilities. Therefore, no impact would occur and no mitigation is required.

XVII. TRANSPORTATION

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Roadway Circulation System

No Impact. A Transportation Assessment Report was prepared for the project by Lars Andersen & Associates, Inc. and is included as Appendix G to this IS/MND. As discussed in the report, the proposed project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Further, the applicant would be required to comply with existing applicable City ordinances including the City's existing Transportation Demand Management Ordinance, LAMC Section 12.26 J.

The proposed project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the project vicinity. The project provides bicycle parking as is required by LAMC Section 12.21.A.16.a.2. The project would not impede construction of future bicycle facilities within the public right of ways adjacent to the project. The project provides adequate sidewalks and pedestrian access to the site. Therefore, no impact will occur and no mitigation is required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Would vehicle miles traveled exceed an applicable threshold of significance?)

No Impact. Pursuant to CEQA Guidelines Section 15064.3, subdivision (b), a significant impact to the transportation system may occur if the project causes an increase vehicle miles traveled (VMT) that surpasses Los Angeles Department of Transportation's (DOT) established traffic impact criteria. The net new daily vehicle trips expected to be generated by the proposed project and VMT screening assessment were forecast using the City's latest VMT Calculator tool. The proposed project is estimated to generate a total net decrease of 213 net new daily vehicle trips.

Based on the VMT calculator, the proposed project screens out from further analysis of VMT, as the net new daily vehicle trips does not equal or exceed 250 net new daily vehicle trips. Thus, based on the above analyses, the project is not expected to result in a significant VMT impact. Therefore, no impact will occur and no mitigation is required.

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

No Impact. A significant impact could occur if a project were to include new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. No changes are proposed to the surrounding road system. As the proposed driveway location is essentially the same as what exists under current conditions and based on a review of the forecast net new weekday AM and PM peak hour project traffic volumes and no safety concerns have been noted related to geometric design. There would be no impacts regarding hazards due to a design feature and no mitigation is required.

d) Result in inadequate emergency access?

No Impact. A significant impact would occur if the proposed project would result in inadequate emergency access. The project site is located adjacent to LAFD Station 87 and does not propose any changes to emergency access. The proposed project would also require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. No impact will occur and no mitigation is required.

XVIII. TRIBAL CULTURAL RESOURCES

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?				

No Impact. The project site has not been listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k). Therefore, no impact will result and no mitigation is required.

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

No Impact. Approved by Governor Brown on September 25, 2014, AB 52 establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to TCRs, as defined in PRC Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an ND, MND or EIR on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: (1) prescribed notification and response timelines; (2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and (3) documentation of all consultation efforts to support CEQA findings for the administrative record.

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

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. **In compliance with AB 52, the City provided notice to tribes soliciting requests for consultation on ADD DATE. Add information once received from the City.**

XIX. UTILITIES AND SERVICE SYSTEMS

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

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

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

The project site is located in a developed, urbanized portion of Los Angeles that is served by existing electric power, natural gas and telecommunications services. New connections would be established for the project; however, no substantial additional infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services.

Furthermore, the project applicant shall be required to implement applicable building code and Los Angeles Green Building Code requirements that would further reduce demand for water, wastewater and energy services. Based on the above, potential impacts of the project would be less than significant, and no mitigation measures are required.

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

Less than Significant Impact. A significant impact would occur if the proposed project would increase water consumption to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Since the project would redevelop a portion of the North Hills Shopping Center with a new Home Depot store, the project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan. According to the 2015 Urban Water Management Plan (UWMP), the LADWP has sufficient water supplies available for average weather years through the Year 2040, according to population growth estimates with existing passive conservation, as well as for dry and multiple dry years. Water supplies for 2025 for an average weather year are projected by the UWMP to be 644,700 acre-feet per year.

Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure and no mitigation is required.

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

Less than Significant Impact. The project would be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant and no mitigation is required.

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

Less than Significant Impact. The project would redevelop a portion of the North Hills Shopping Center with a new Home Depot store. The project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32), which requires the recycling and proper disposal of solid waste. Impacts will be less than significant and no mitigation is required.

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

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

- California Integrated Waste Management Act of 1989 (AB 939). AB 939 requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. These efforts have included permitting procedures for waste haulers and handlers.
- California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327), which requires local jurisdictions to adopt an ordinance requiring commercial buildings to provide an adequate storage area for the collection and removal of recyclable materials. The City of Los Angeles passed such an ordinance in 1997.
- AB 341 of 2012 requires businesses to arrange for recycling services.
- Los Angeles Green Code incorporates the CALGreen Code and is applicable to the construction of new buildings by addressing construction waste reduction, disposal, and recycling.
- Los Angeles Citywide Construction and Demolition Waste Recycling Ordinance requires haulers and contractors responsible for handling Construction & Demolition (C&D) waste to obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.

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

XX. WILDFIRE

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

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

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

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

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

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

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

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

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

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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 futures projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				

Less than Significant Impact. Based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed construction of a Home Depot store is occurring in an urbanized area on a Community Commercial zoned site that is developed with a movie theatre and a portion of a shopping center. There is not significant wildlife or animal or plant communities on the site. Therefore, the impact is less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact may occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. None of these potential impacts are considered cumulatively considerable. Impacts will be less than significant and no mitigation is required.

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

Less than Significant Impact. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. No significant impacts were identified. The proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. No mitigation is required.

INITIAL STUDY

5 SOURCES CONSULTED

Bay Area Air Quality Management District

2017 California Environmental Quality Act Air Quality Guidelines. May.

California Department of Conservation, Division of Land Resource Protection, Los Angeles
County Important Farmland

2016 LADWP Urban Water Management Plan: 2015, approved June 7, 2016.

Linscott, Law & Greenspan Engineers

2022 Transportation Assessment Report for the Home Depot Granada Hills Project.
Prepared for Lars Andersen & Associates, Inc. LLG Ref 1-21-4433-1. March 31, 2022.

Los Angeles, City of.

1936 Municipal Code. Current through March 31, 2022.
https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-107363.

2016 General Plan Mobility Plan 2035. https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf Approved by City Planning Commission: June 23, 2016, City Plan Case No. CPC-2013-0910-GPA-SPCA-MSA Adopted by City Council: September 7, 2016 Council File No. 15-0719-S15.

2021 Housing Element 2021-2029 Update/Safety Element Update Environmental Impact Report.

2022a Fire Department, Fire Zone Map. <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>. Accessed July 2022.

2022b Zoning Information and Map Access System (ZIMAS). [ZIMAS \(lacity.org\)](https://zimas.lacity.org). Accessed July 2022.

Office of Environmental Health Hazard Assessment (OEHHA)

2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

South Coast Air Quality Management District (SCAQMD)

2008 Draft Guidance Document – *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans*. October.

2010 Greenhouse Gas CEQA Significance Thresholds Stakeholder Working Group 15. September 28, 2010.

U.S. Environmental Protection Agency (U.S. EPA)

1992 Screening Procedures for Estimating the Air Quality Impact of Stationary Sources.