DRAFT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

MISSION CANYON PARK PROJECT

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1. INTRODUCTION

1.1 INITIAL STUDY PURPOSE

This Draft Initial Study has been prepared in accordance with the State California Environmental Quality Act (CEQA) Statue (California Public Resources Code § 21000 et seq.) and State CEQA Guidelines (California Code of Regulations, Title 14, § 15000 et seq.), as amended, to determine if the Mission Canyon Park Project(Project or proposed Project) as proposed by the Mountains Recreation & Conservation Authority (MRCA) could have a significant impact on the environment.

CEQA Guidelines Section 15367 of the State CEQA Guidelines defines the Lead Agency as the public agency with the principal responsibility for carrying out or approving a project. The MRCA will be responsible for the approval and construction of the proposed Project. The MRCA is serving as the Lead Agency for the proposed Project and is therefore responsible for complying with CEQA and the CEQA Guidelines.

The County of Los Angeles (County) and Sanitation Districts of Los Angeles County are partnering agencies along with MRCA for the proposed Project and are Responsible Agencies per Section 15381 of the CEQA Guidelines.

The purposes of this Initial Study, as described in the CEQA Guidelines Section 15063, are to:

1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR); Mitigated Negative Declaration (MND), or Negative Declaration (ND);

2) Enable the Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an M/ND;

3) Assist the preparation of an EIR, if one is required;

4) Facilitate environmental assessment early in the design of a project;

5) Provide documentation of the factual basis for the finding in an M/ND that a project will not have a significant effect on the environment;

6) Eliminate unnecessary EIRs; and

7) Determine whether a previously prepared EIR could be used with the project.

Pursuant to § 15063 through 15070, this Initial Study was prepared to provide substantial evidence for the Lead Agency (MRCA) to use as a basis for determining whether an EIR, ND, or MND would be the appropriate environmental document for the proposed Project). An EIR is appropriate if there is substantial

evidence that the Project may have a potentially significant effect on the environment;[1] an ND is prepared where the Project would not result in a significant impact;[2] and an MND is deemed appropriate where mitigation measures are provided that would reduce a potentially significant impact to below the level of significance.[3]

The findings in this Initial Study have determined that an MND is the appropriate level of environmental documentation for the Mission Canyon Park Project.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The environmental compliance process is governed by the CEQA Statute and State CEQA Guidelines.[4],[5] CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of projects and to identify ways to avoid or reduce the environmental effects through feasible project alternatives or mitigation measures. All projects in the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of a project.

Section 21080(a) of the California Public Resources Code requires the Lead Agency to analyze the environmental impacts associated with discretionary projects that are proposed to be carried out or approved by the Lead Agency. As previously stated, MRCA is the Lead Agency for the proposed Project.

1.3 PROJECT BACKGROUND

The MRCA is a local government public entity established in 1985 pursuant to the Joint Powers Act. The MRCA exercises joint powers of the Santa Monica Mountains Conservancy, which is a state agency established by the Legislature, and the Conejo Recreation and Park District and Rancho Simi Recreation and Park District, both of which are local park agencies established by the vote of the people in those communities.[6]

The MRCA is dedicated to the preservation and management of local open space and parkland, watershed lands, wildlife habitat, and trails in both wilderness and urban settings, and to ensuring public access to public parkland. The MRCA works in cooperation with the Santa Monica Mountains Conservancy and other local government partners to acquire parkland, participate in vital planning processes, and complete major park improvement projects. The MRCA manages, and provides ranger services, for more than 75,000 acres of public lands and parks that it owns and that are owned by the Santa Monica Mountains Conservancy or other agencies. It also provides operations, fire prevention and protection services, outreach, and community-based planning to improve its parks and to encourage all Southern Californians to experience nature. The MRCA

[1] California Code of Regulation (CCR), Title 14, Section 15065.
[2] Title 14, CCR, Section 15070(a).
[3] Title 14, CCR, Section 15070(b).
[4] California Public Resources Code (PRC) Sections 21000 et seq.
[5] Title 14, CCR, Sections 15000 et seq.
[6] MRCA. 2018. Mountains Recreation and Conservation Authority. Available at: http://www.mrca.ca.gov

works in cooperation with the Santa Monica Mountains Conservancy and other local government partners to acquire parkland, participate in vital planning processes, and complete major park improvement projects.[7]

In November 2014, the County of Los Angeles (County) granted MRCA funding to acquire, develop schematic designs, and complete due diligence activities (including CEQA review) in support of proposed improvements to the Mission Canyon Park Project (Project) site. The proposed improvements are consistent with the specifications of a 1966 Joint Powers Agreement (JPA) and the 2005 JPA end of use operational agreement to set aside funding to convert the closed landfill to a public recreational area.[8] The Project site consists of approximately 500-acres west of the San Diego Freeway (405 Freeway) in the Santa Monica Mountains. The Sanitation Districts of Los Angeles County (Sanitation Districts) operated the site from 1959 to 1980. The site was operated as an active landfill for non-hazardous, municipal waste. Following closure of the landfill, the site was covered with three feet of clean earth and was suitably compacted to accommodate park and recreational use.

Since refuse disposal ended in 1980, the Sanitation Districts have continued to perform maintenance and monitoring of the Project site, including maintenance of the road and landscape as well as the environmental control systems (including methane dispersal, drainage structures, and seepage management) located onsite.

1.3.1 Intended Uses of the Initial Study / Mitigated Negative Declaration

This IS/MND is an informational document that is intended to disclose the potential environmental impacts associated with the proposed Project to Lead Agency (MRCA's Governing Board), partner agencies (i.e., County of Los Angeles and Sanitation Districts of Los Angeles County [Sanitation Districts]), responsible/other public agencies (e.g., California Department of Transportation [Caltrans], Los Angeles Department of Transportation [LADOT], and the City of Los Angeles), interested parties, and the public.

The IS/MND will be available for public review and comment for a period of 30-days, in accordance with Section 15073 of the CEQA Guidelines. Following the close of the 30-day review period, the MRCA Governing Board (Board) which is the decision-making body for the proposed Project, will review the IS/MND and will determine whether or not to adopt the IS/MND. If the Board decides to adopt the IS/MND, the Board will then decide, based upon the record as a whole for the proposed Project, (which may include but would not be limited to: the substantial evidence [i.e., the IS/MND], other Project-related data [e.g., JPAs, MRCA Guidelines, grant requirements, MRCA objectives[9]], and additional information [e.g., provided during public meetings, letters received during the public review period, comments provided during the public hearing], whether or not to approve the Project. The CEQA IS/MND adoption and Project approval are two distinct actions that are subject to Board approval.

[7] MRCA. 2018. Mountains Recreation and Conservation Authority. Available at: http://www.mrca.ca.gov
[8] All referenced documents are on file with the County of Los Angeles.
[9] Los Angeles Conservancy v. City of West Hollywood (November 30, 2017) 2017 Cal.App.LEXIS 1151. Specifically, the Appellate District's ruling held that a lead agency may find an alternative to be infeasible where it is impractical or undesirable for reasons of public policy.

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1.3.2 Public Outreach

Public outreach provides opportunities for the community to learn about the Project, to comment on the Project, and to provide information that will become a part of the public record that will be reviewed by the decision-making body – the MRCA Board. Public outreach for this Project entailed:

- Public Meetings: Two public meetings were held for the Project on January 31 and February 3, 2018.
- CEQA Public Comment Period: A Notice of Intent to Adopt the IS/MND (NOI) will be posted (at the Project site as well as with the Los Angeles County Clerk and the State Clearinghouse). The NOI will also be mailed (both electronically and as hard copies) to all relevant agencies, stakeholders, and interested parties (i.e., previous meeting attendees). As previously noted, the IS/MND will be available for review for a period of 45-days. MRCA will collect all written comments provided during this 45-day period. Written comments regarding the IS/MND should be submitted to:

  Mission Canyon Park Project – CEQA Comments
  Attention: Ms. Eimon Smith, CEQA Project Manager
  2202 South Figueroa Street, #621
  Los Angeles, CA 90007

  Email: comments@iecg-inc.com
  Please include "Mission Canyon Park Project" in the subject line.

  Hardcopies of the IS/MND will be available at the Brentwood Branch Library (11820 San Vicente Boulevard, Los Angeles, California 90049), Franklin Canyon Park (2600 Franklin Canyon Drive, Beverly Hills, CA 90210), and the Office of Los Angeles County Supervisor, District 3 (West/ Metro LA) Office (1645 Corinth Avenue, Suite 102, Los Angeles, California 90025).

- Project related information (including this IS/MND) is also available on the Project website: https://www.missioncanyonpark.com/ and at: www.mrca.ca.gov/about/land-use-planning-documents
- Board Hearing: Public comments regarding the Project may be provided at the Board hearing.

1.4 INITIAL STUDY CONTENTS

The content and format of this IS are designed to meet the requirements of the CEQA Statue and the State CEQA Guidelines. The contents of this IS are further organized in a manner to provide a basic understanding of the existing setting and environmental implications of the proposed Project. This IS contains the following sections:

- **Chapter 1, Introduction,** identifies the purpose, scope, and organization of the IS.
- **Chapter 2, Project Description,** describes the existing conditions, environmental setting, and the proposed Project in detail.
- **Chapter 3, Environmental Checklist,** presents the MRCA's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed Project. All responses will take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Project impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, as follows:

  - A finding of **No Impact** is appropriate if the analysis concludes that the Project does not apply to or would not affect the particular resource area.
  - An impact is considered **Less Than Significant Impact** if the analysis concludes that implementation of the Project would result in no substantial adverse change (or would be less than the levels of thresholds that are considered significant) and requires no mitigation.
  - An impact is considered **Less Than Significant with Mitigation Incorporated** if the analysis concludes that the incorporation of mitigation measures is warranted to reduce an effect from "Potentially Significant Impact" to a "Less Than Significant Impact"; where the potentially substantial adverse effect on the environment would be limited, reduced, or avoided.
  - An impact is considered **Potentially Significant Impact** if the analysis concludes that the Project could have a substantial adverse effect on the environment. If any impact is identified as "potentially significant", additional analysis and possibly the preparation of an EIR is required.

  This section also identifies mitigation measures, as applicable. The Project will be implemented in accordance with all applicable State, federal, regional, and local requirements and regulations including but not limited to: standard MRCA guidelines or other applicable agency conditions, permits, etc. that any development with be required to comply with, as applicable. The Project's compliance with such requirements is implicit as a condition of the Project's approval and as such, are also not considered mitigation measures and therefore, have only been identified in this IS as needed.

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Information provided in this IS includes several documents that have been incorporated by reference throughout the IS, as well as the following: County of Los Angeles General Plan (as applicable),[10] City of Los Angeles General Plan (as applicable),[11] and very limited information regarding the general background of the area and environmental setting (e.g. geotechnical and hydrology conditions) as referenced the City of Los Angeles' Draft EIR for the neighboring Mountaingate community.[12] Additionally, the bibliographical references and materials used in preparation of this document have been cited throughout the IS (and/or are provided as appendices); therefore a stand-alone bibliography section is not warranted.

- **Chapter 4, Persons and Organizations Consulted,** identifies key agencies, organizations, and individuals consulted with or otherwise involved in the preparation of this IS.

- **Appendices** provide technical back-up and supporting data that was prepared for the Project and were used for the analysis and findings provided in the IS.

  A. Air Quality Impact Analysis
  B. Biological Technical Report
  C. Environmental Data Report
  D. Noise Technical Memorandum
  E. Traffic Impact Analysis
  F. Geotechnical Engineering Report
  G. Landfill Gas Management at Mission Canyon Landfill Memorandum

[10] Los Angeles County Department of Regional Planning. 2015. General Plan 2035. Available at: http://planning.lacounty.gov/generalplan/generalplan
[11] City of Los Angeles. 2015 (as amended). City of Los Angeles General Plan. Available at: https://planning.lacity.org/GP_elements.html
[12] City of Los Angeles. 2003. Mountaingate (Los Angeles City EIR 99-3251-SUB). Available at: https://planning.lacity.org

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2. Project Description

2.1 PROJECT LOCATION

The approximately 500-acre site is located at 2301 North Sepulveda Boulevard in the City and County of Los Angeles, California (Assessor's Parcel Numbers [APNs] 4490-002-906 and 4490-002-800). The site is generally bound by residential property, private schools, and Mulholland Drive to the north; Sepulveda Boulevard and Interstate 405 (San Diego Freeway) to the east; open space, specifically the Westside-Canyonback Wilderness Park which consists of undeveloped hillside and the Canyonback Trail, an existing regional trail to the west and south; and the Mountaingate Country Club to the south (see Figure 1, Regional Location and Figure 2, Local Vicinity).

2.2 EXISTING CONDITIONS

The Project site consists of disturbed, undeveloped, and predominantly vacant land that includes trees, vegetation, and relocatable structures (see Figure 3, Existing Conditions). The Project site is located in mountainous topography. However, the site is within a valley and is relatively flat with minor (<5%) descending slopes from northwest to southeast. The site is bounded by ascending slopes along the north and south boundaries of the site. Perimeter fencing and steep natural barriers border the site. The site contains several municipal buildings: a permanent one-story office building (400 square feet; SF); a permanent one-story lunchroom building (240 SF); a relocatable technical trailer (200 SF) and a temporary sanitary building. The project site also contains minor ancillary equipment storage structures and pads with associated asphalt and concrete pavements. A communication tower is located on the south side of the site. The site also contains various Sanitation Districts' environmental controls and utilities (i.e., methane burn-off station, gas line valves, monitoring wells, irrigation heads, and seepage lines) and appurtenant uses (i.e., risers and truck scales) that were associated with the previous use of the site as a landfill (landfill uses have been closed for more than 50 years). Paved and unpaved access roads are located throughout site to allow authorized and maintenance vehicles to traverse the site.

The Project site provides suitable habitat for various plant and wildlife species. A variety of vegetation types, including chaparral, coastal sage scrub, annual grassland, riparian woodland, and ornamental trees were observed during biological surveys conducted at the site. The Project site also contains the following wildlife species: Western Fence Lizard (*Sceloporus occidentalis*), tiger whiptail (*Aspidoscelis tigris*), California Quail (*Callipepla californica*), Band-tailed Pigeon (*Patagioenas fasciata),* Mourning Dove (*Zenaida macroura),* Anna's Hummingbird (*Calypte anna),* Allen's Hummingbird (*Selasphorus sasin),* Western Gull (*Larus occidentalis),* Turkey Vulture (*Cathartes aura),* Cooper's Hawk (*Accipiter cooperii),* Red-tailed Hawk (*Buteo jamaicensis),* Nuttall's Woodpecker (*Picoides nuttallii),* Pacific-slope Flycatcher (*Empidonax difficilis),* Black Phoebe (*Sayornis nigricans),* Ash-throated Flycatcher (*Myiarchus cinerascens),* Hutton's Vireo *(Vireo huttoni),* California Scrub-Jay (*Aphelocoma californica),* Common Raven (*Corvus corax),* Northern Rough-winged Swallow (*Stelgidopteryx serripennis),* Barn Swallow (*Hirundo rustica),* Oak Titmouse (*Baeolophus inornatus),* Bushtit (*Psaltriparus minimus),* White-breasted

Nuthatch (*Sitta carolinensis),* Canyon Wren (*Catherpes mexicanus),* Bewick's Wren (*Thryomanes bewickii),* Blue-gray Gnatcatcher (*Polioptila caerulea),* Wrentit *(Chamaea fasciata),* Western Bluebird (*Sialia Mexicana),* California Thrasher (*Toxostoma redivivum),* Northern Mockingbird (*Mimus polyglottos),* Phainopepla (*Phainopepla nitens),* Scaly-breasted Munia (*Lonchura punctulata),* House Finch (*Haemorhous mexicanus),* Lesser Goldfinch *(Spinus psaltria),* Lawrence's Goldfinch (*Spinus lawrencei),* Spotted Towhee *(Pipilo maculatus),* California Towhee *(Melozone crissalis),* Dark-eyed Junco *(Junco hyemalis),* Hooded Oriole (*Icterus cucullatus*), Bullock's Oriole (*Icterus bullockii*), Brown-headed Cowbird(*Molothrus ater*), Black-headed Grosbeak (*Pheucticus melanocephalus*), Lazuli Bunting (*Passerina amoena*), Desert Cottontail (*Sylvilagus audubonii*), and California Ground Squirrel (*Ostospermophilus beecheyi*).

The site is surrounded by similar open space areas to the west and south (Westridge-Canyonback Wilderness Park). Residences and private schools border the site to the north, the Mountaingate Country Club golf course borders the site to the south, and North Sepulveda Boulevard and Interstate 405 are located east of the site. The Project site is currently accessible via Mulholland Drive to the northern portion of the site (for authorized vehicles only; pedestrians currently enter via an unauthorized opening in the perimeter fence) and North Sepulveda Boulevard to the southeastern portion of the site via drive-in access for authorized vehicles only. Parking for the current site is provided for authorized vehicles and personnel at the southeastern portion of the site off North Sepulveda Boulevard, behind a locked gate.

Approximately two full-time employees work onsite with up to two maintenance/monitoring workers accessing the site and its facilities intermittently Mondays through Fridays from sunrise to sunset. The site is currently maintained and monitored by the Sanitation Districts. The southern portion of the site is temporarily being used as a laydown yard for the Los Angeles Department of Public Works. The Project site is currently off-limits to the public, however individuals (including residents and dog walkers) from the surrounding area were observed accessing the northern portion of the site through an unauthorized opening in the perimeter fence and were further observed multiple times walking throughout the site during site visits that were conducted as a part of this IS/MND.

2.3 GENERAL PLAN AND EXISTING ZONING

The site is owned by the County of Los Angeles (County). The Project site is located within the Santa Monica Mountains Planning Area (North Area).[13] The Santa Monica Mountains Planning Area covers the scenic Santa Monica Mountains and the shoreline along the Pacific Coast to the Ventura County line to the north and west, and up to the San Fernando Valley to the north. The eastern border is the Westside Planning Area and the City of Los Angeles. The Santa Monica Mountains National Recreation Area is a part of the National Park System and is managed by the National Park Service. The Recreation Area preserves natural habitats, historical and cultural sites, offers recreational opportunities, and improves the air quality for the Los Angeles basin.

[13] Los Angeles County Department of Regional Planning. 2015. General Plan 2035. Available at: http://planning.lacounty.gov/generalplan/generalplan

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The Santa Monica Mountains Planning Area is one of 11 area plans that are identified in the County's General Plan. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. With the exception of the information contained in the specific plans, the County General Plan is used as the planning document for unincorporated areas in the County. Where appropriate, the County's ordinances, guidelines, and standards have been referenced in this IS/MND.

The Project site is located within the incorporated City of Los Angeles (City). The City's general plan and zoning designation at the Project site are both OS (Open Space Zone),[14] which is designated for recreation, parks and open space in the City of Los Angeles and provides for the use, protection, maintenance of these publicly owned lands.[15] Implementation of the General Plan will serve to protect and preserve natural resources and natural features of the environment; to provide outdoor recreation opportunities and advance the public health and welfare; to enhance environmental quality; to encourage the management of public lands in a manner which protects environmental characteristics; and to encourage the maintenance of open space uses on all publicly owned park and recreation land, and open space public land which is essentially unimproved.

The site is located within areas that are zoned by the City of Los Angeles as Hillside Grading Area, Hillside Ordinance Area, and Very High Fire Hazard Severity Zones.[16] The site is also located within the Mulholland Scenic Parkway Specific Plan.[17]

No zone change or general plan amendment would be required for the Project.

2.3.1 Surrounding Land Uses

The site is generally surrounded by residential and open space land designations. Specifically, land zoned as RE (Residential Estate; low residential) borders that site to the north and west and includes private residences and private schools; Open Space (OS) and (Public Facilities) border the site to the west and east (Westridge-Canyonback Wilderness Park and Interstate 405, respectively); and RD (Restricted Density), RE (primarily the Mountaingate community, OS (Westridge-Canyonback Wilderness Park), A1 (Agriculture; the location of the Mountaingate Country Club and its surroundings), and limited commercial (C1) are located south of the Project site.[18]

[14] City of Los Angeles. 2018. NavigateLA and ZIMAS. Available at: https://planning.lacity.org/
[15] City of Los Angeles. 2015 (as amended). City of Los Angeles General Plan. Available at: https://planning.lacity.org/GP_elements.html
[16] City of Los Angeles. 2017. NavigateLA and ZIMAS. Available at: https://planning.lacity.org/
[17] City of Los Angeles. 2017. NavigateLA and ZIMAS. The Mulholland Scenic Parkway Specific Plan as well as all other plans and elements will be updated by the City of Los Angles to align with the Mobility Plan 2035.
[18] City of Los Angeles. 2017. ZIMAS. Available at: http://zimas.lacity.org

The City of Los Angeles General Plan identifies noise-sensitive receptors as: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.[19] Table 1, Sensitive Land Uses provides a brief list of the sensitive land uses generally located within a half-mile of the Project site.

Table 1 Sensitive Land Uses

Receptor	Address	Distance from Project
Westland School	16200 Mulholland Drive	Immediately east; there is an existing parking lot for this school located immediately north of the Project site, off Mulholland Drive
Bel Air Presbyterian Preschool	16221 Mulholland Drive	Less than 300 feet northeast across Mulholland Drive
The Mirman School	16180 Mulholland Drive	.11 mile east
Berkeley Hall School	16000 Mulholland Drive	.15 mile east
Steven S Wise High School	15800 Mulholland Drive	.37 mile east
Saperstein Middle School	15900 Mulholland Drive	.37 mile east
Milken Community Schools	15800 Zeldins Way	.52 mile east
Curtis School	15871 Mulholland Drive	.56 mile east
Bel Air Presbyterian Church	16221 Mulholland Drive	Less than 300 feet north across Mulholland Drive
Private Residences	Various	Immediately north (south of Mulholland Drive)

2.4 PROPOSED PROJECT

The proposed Project would entail improvements within the site to accommodate park and recreational uses. Figure 4, Project Plan provides a diagrammatic depiction of the proposed Project.[20] The Project components may be phased to align with the funding allocations and requirements. All of the proposed improvements would be completed within previously disturbed areas (i.e., former landfill driveways/trails) located throughout the site as well as within the existing footprint of the gravel yard located at the southern portion of the Project site The design of improvement elements may be refined as the designs are complete. Some of these elements are not required to open the site as a public open space; however, they have been incorporated into this environmental review in order to evaluate the totality of the proposed Project; which also provides a more conservative analysis.[21].

[19] City of Los Angeles, "Noise Element of the City of Los Angeles General Plan," 1999. https://planning.lacity.org/cwd/gnlpln/noiseElt.pdf

[20] The Project design may be refined by MRCA as the Project is developed and various factors (including but not limited to: public comments and feedback) are considered.

[21] § 21159.27. Prohibition Against Piecemealing to Qualify for Exemptions.

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The proposed Project may include the following improvements:

- Loop Trail: The Project would include a 2.5-mile multi-modal loop trail throughout the site.
- Improved Trailhead/Connector Trail: The Project would establish at least one connection at the northwestern portion of the site between the Project site and the Canyonback Trail. Advanced or secondary trails would be constructed alongside the existing loop trail based upon the topography.
- Infiltration: New infiltration areas for stormwater or bioswales would be installed on the site.
- Buildings and Structures: The existing relocatable buildings that are located in the existing parking area would be removed from the Project site.
    - Restroom Facilities: A portion of this space would be used to install new single-story prefabricated restroom facilities (the sanitation building would be connected to the existing sewer and water lines off Sepulveda Boulevard and a temporary sanitary building that is onsite would be removed.). The new restroom facilities would be approximately 1,000 square feet and will contain drinking water stations.
    - Ranger Residence: A residence that is used by the rangers while on duty at the Project site may be installed at the site. This residence would consist of a single-story bungalow style trailer that would be located where the current trailers are located on the site.
    - Picnic areas (consisting of a picnic tables and seating areas) and maintenance storage (for onsite storage of maintenance equipment, tools, and other related materials) would also be developed at the site.
- Parking (South): Currently, parking for the site is provided at the southern end of the site (off of North Sepulveda Boulevard). This existing parking area would be covered with pavement and gravel for approximately 105 parking spaces. The parking areas would be improved within the existing parking areas on the site and the existing graded areas would be retained. Existing truck scales would be removed.
- Parking (North): An additional 45 parking spaces (for a total of approximately 150 total Project spaces when counted with the southern parking lot) could be provided at the northern portion of the site off of Mulholland Drive.
- Grading: Minor grading may be required to level out the paved areas, maintain drainage, and gravel would be added to parking areas to maintain infiltration rates that are consistent with the existing drainage and permeability rates at the site. Grading will include minor site grading anticipated to be less than 2 feet cut/fill. Excavations of 2 to 5 feet are anticipated for the new infiltration and bioswale areas. Pavement grades are anticipated to generally match existing elevations.

A project may not be divided into smaller projects to qualify for one or more exemptions pursuant to this article.

- Asphalt Paving: Deteriorated asphalt parking paving in the existing parking areas would be removed and replaced with new asphalt and/or road base (where necessary).
- Landscaping and Trees: Landscaping and trees would be provided throughout the updated parking area.[22] Landscaping at the site would include native plants (and limited lighting fixtures that are designed to reduce glare, light trespass, and sky glow lighting).
- Updated Gate: A formal entrance gate would replace the gate that is currently located the southern access to the site (at Mission Dump Road; shown as Mission Canyon Road in Figure 4).
- Best Management/Practices Fire Avoidance: The Project would include the implementation of construction and operational best management practices including the use of bioswales. Also, water tanks would be provided at two locations for fire-fighting/prevention purposes. Additional security fencing: The site currently contains perimeter chain-link fencing along most borders to restrict access to the site. The Project may expand and supplement the existing fencing to cover additional areas along the perimeter of the site that are currently unfenced.
- Fitness stairs: A set of fitness stairs (approximately 600 steps) would be constructed within the southeastern portion of the site.
- Riparian Stream Restoration: The restoration (i.e. vegetation planting for natural riparian habitat) of a riparian stream that stream is located onsite would be completed.
- Signage: Informational and safety signage would be posted throughout the Project site. Standard MRCA signage would also be posted throughout the site to display important information, such as, hours of operation, consistent with the requirements of the provisions of the MRCA Park Ordinance,[23] and emergency contact information.
- EV Charging Station: AN electric vehicle (EV) charging station may be incorporated into at least one of the improved parking lots.
- Bike Racks: Bike racks would be installed at the Project site.
- Utility Improvements: The Project would include upgrades to the existing utilities at the site to accommodate the proposed recreational facilities. These upgrades would include connecting a water line from the Project site to the existing connections amongst other improvements (e.g., safety lighting) that would be necessary for the proposed Project. The Sanitation Districts will continue to perform maintenance and monitoring of the Project site. , including maintenance of the road and landscape as well as the environmental control systems (including methane dispersal, drainage structures, and seepage management) located.

[22] Trees would be planted with funding provided by Caltrans as a part of the mitigation for the 405 Expansion Project.
[23] MRCA. Amended 2016. MRCA Park Ordinance. Available at: https://mrca.ca.gov/parks/park-ordinance/

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Construction: Construction of the Project would include: site preparation, demolition, grading, and construction. The Project would constitute low-impact development as only minor improvements would be required to prepare the site for the Project. The existing driveway paving and parking lot would remain during construction and following development of the Project. Removal of the existing buildings may require the construction contractor to remove, contain, and dispose of the demolished materials accordingly. The existing utilities (i.e., gas line valves, monitoring wells, irrigation heads, and seepage lines) may be removed or retained based upon their function. Appurtenant uses (i.e., risers and truck scales) would be removed prior to initiation of the Project (along with some of the existing buildings).

County Municipal Code, Title 12, Chapter 12.08 (Noise) provides noise standards for exterior noise and construction in the County. Construction noise is prohibited on Sundays, holidays, and between the hours of 7:00 PM and 7:00 AM Monday through Friday.[24] The City of Los Angeles Municipal Code, construction hours for the Project would be 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM and 6:00 PM on Saturday, and construction would be prohibited on Sunday and any federal holiday.[25] Construction vehicles would access the site off the 405 Freeway and may use both Mulholland Drive (north) and North Sepulveda Boulevard (east) to access the site during construction.

The Project would require cut and fill activities during construction of the fitness stairs and trails and minor trenching for installation of utilities. A laydown yard would be provided onsite for all construction activities. A majority of the soil that would be removed as a part of these activities would be replaced onsite however it is anticipated that up to a net of 1,676 cubic yards of soil may be removed from the site, and would be reused onsite or disposed of in the appropriate waste facilities.

Construction activities would be completed in 2022, notwithstanding delays outside of MRCA's control.

Operation: Following construction of the Project, MRCA and the Sanitation Districts would continue operation and on-going maintenance of the site. MRCA would provide supplementary patrols by sworn peace officers, fire support and parking lot, trail, and some landscape maintenance. The Sanitation Districts would continue monitoring and maintenance of their remaining facilities and environmental controls on the site in accordance with the existing monitoring and maintenance program for the site. The site would remain fenced and it would operate from sunrise to sunset. Staff hours and shifts would vary.

Fences and signage would be installed to limit access to the remaining utilities and monitoring equipment in order to protect the integrity of the on-going Sanitation Districts' environmental controls. Standard MRCA signage would also be posted throughout the site to display important information, such as, hours of operation, the provisions of the MRCA Park Ordinance,[26] and emergency contact information.

[24] County of Los Angeles. County Municipal Code, Title 12, Chapter 12.08. Available at: http://library.municode.com/
[25] City of Los Angeles Municipal Code. Accessed 2018. Available at:
http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode?f=templates$fn=default.htm$3.0$vid=amlegal:losangeles_ca_mc

[26] MRCA. Amended 2016. MRCA Park Ordinance. Available at: https://mrca.ca.gov/parks/park-ordinance/

2.4.1 Project Purpose

The purpose of the proposed Project is to preserve and provide public open space at the Mission Canyon Open Space area. The beneficiaries of this Project include the neighbors and residents surrounding the Project site and the Los Angeles community at large who may access the Project site and take advantage of this new public recreational resource.

2. Project Description

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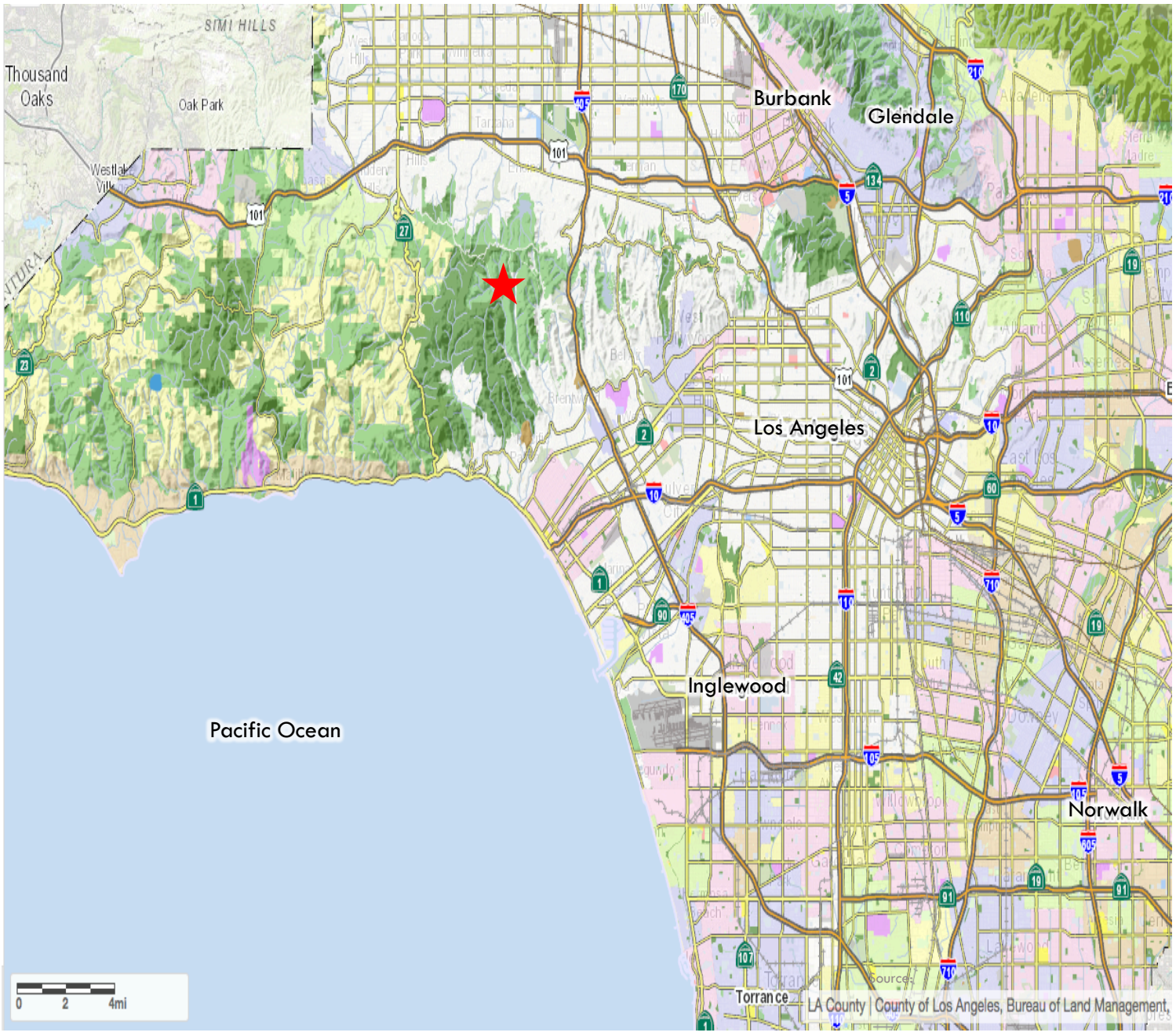
Figure 1, Regional Vicinity Map



IECG, 2018

Legend

★ Subject Property Location

2. Project Description

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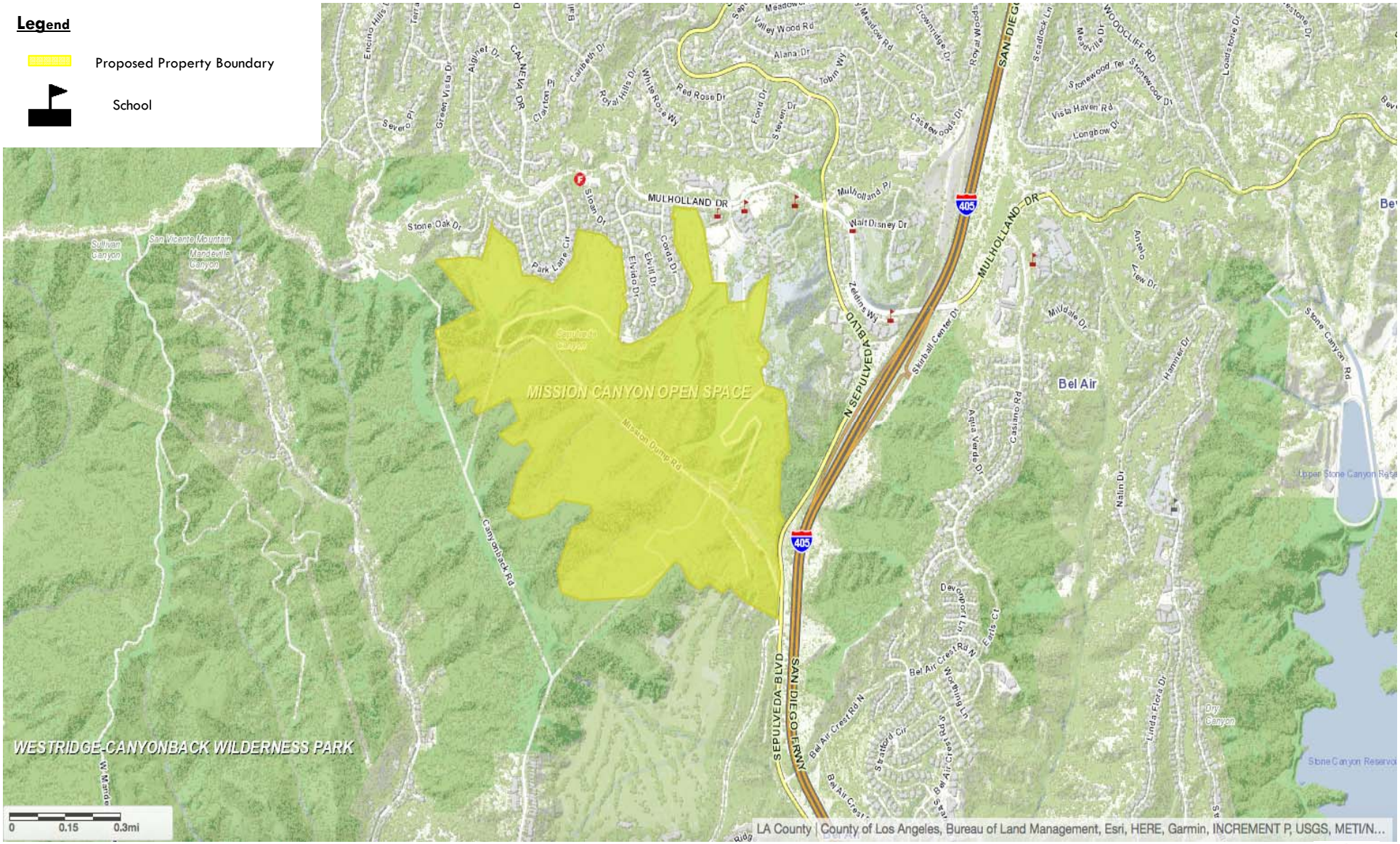
Figure 2, Local Vicinity



IECG, 2018

2. Project Description

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Project South Area

Representative view of an existing trail and vegetation

View of the Interstate 405 from the Project site

Representative view of an existing trail and vegetation

View of the existing buildings/structures, utilities, and currently paved areas onsite

Project South Area

View of the existing structures and utilities on the Project site

View of the existing south parking area, buildings/structures, utilities, and existing vegetation

View of the existing south parking area and existing buildings/structures

Photo of an existing gravel trail onsite

Project North Area

View of the existing trees and an existing trail. Environmental controls are also visible

View of the existing trees and an existing trail

Representative view of the Project site

Photograph of an existing monitoring well onsite

Project North Area

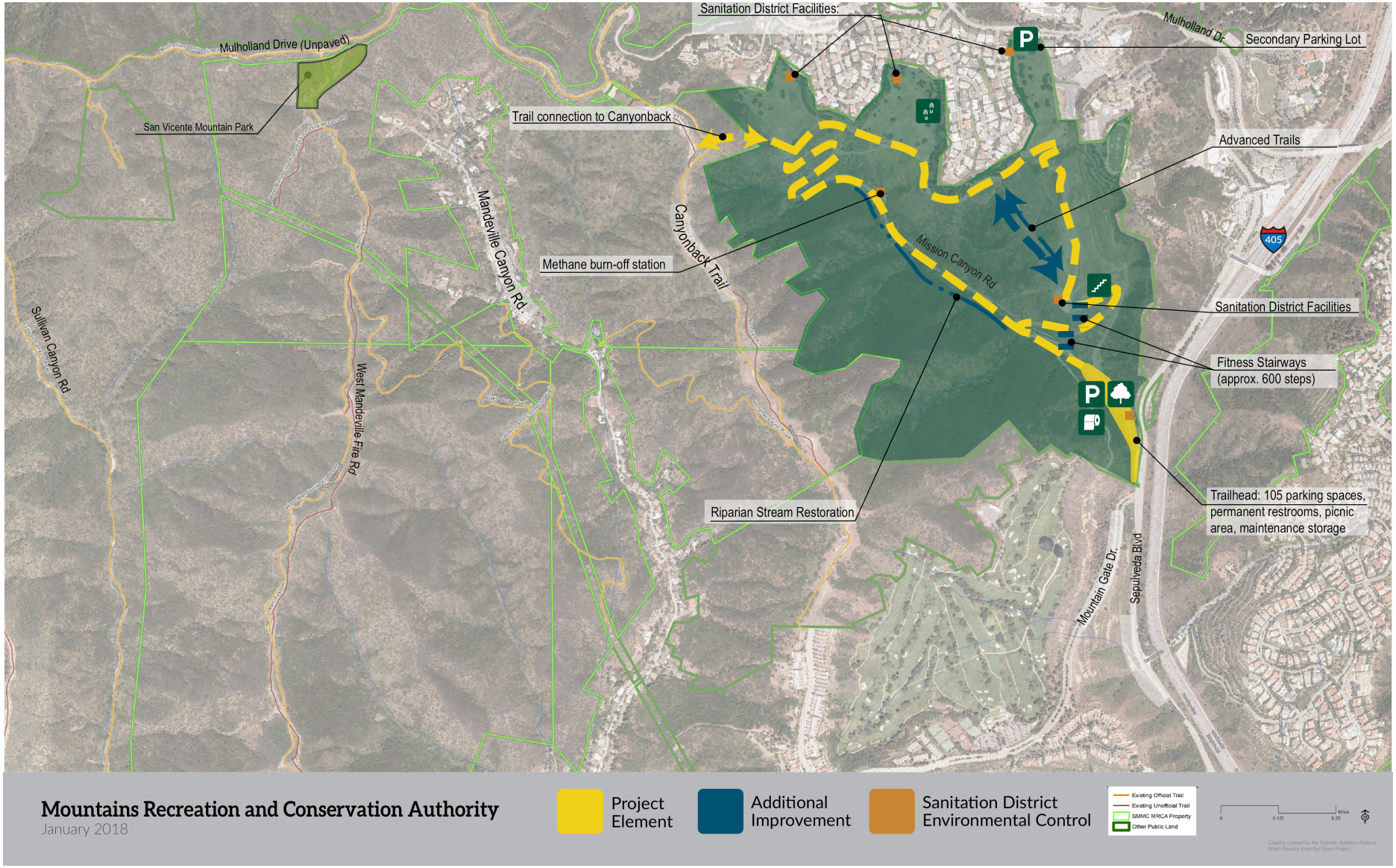
View of the existing entrance to the northern parking area and northern portion of the site off Mulholland Drive

View of the existing northern lot parking area

View of the existing northern parking area. The existing site access (*for authorized use*) and signage is visible in the background

View of the existing northern parking area. The existing site access (*for authorized use*) and signage is visible in the background

Figure 4, Project Plan



2. Project Description

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3. Environmental Checklist

3.1 ENVIRONMENTAL CHECKLIST

1. **Project Title:** Mission Canyon Park Project

2. **Lead Agency Name and Address:** Mountains Recreation & Conservation Authority, Los Angeles River Center & Gardens, 570 West Avenue 26, Suite 100, Los Angeles, CA 90065

3. **Contact Person and Phone Number:** Gabriella Garry, Project Manager, (323) 221-9944

4. **Project Location:** An approximately 500-acre site located at 2301 North Sepulveda Boulevard in the City and County of Los Angeles, California (APNs 4490-002-906 and 4490-002-800).

5. **Project Sponsor's Name and Address:** Mountains Recreation & Conservation Authority, Los Angeles River Center & Gardens, 570 West Avenue 26, Suite 100, Los Angeles, CA 90065

6. **General Plan and Zoning Designations:** OS, Open Space

7. **Description of Project:** The proposed Project would convert a closed landfill into a new regional open space park for Los Angeles County. The improvements would include a 2.5-mile loop multi-modal trail, new connector trail(s) to the Santa Monica Mountains' regional system, two parking areas accessed from North Sepulveda Boulevard and Mulholland Drive (approximately 150 spaces total), restroom facilities, fencing and gate(s), landscaping, fitness stairs, water storage tanks, potential onsite residence, signage, picnic tables and other user amenities. Additional improvements may also include riparian restoration, and advanced trails.

8. **Surrounding Land Uses and Setting:** The site is surrounded by residential and open space uses. Specifically, land zoned as RE (Residential Estate; low residential) borders that site to the north; PF (Public Facilities) borders the site to the west and east; and RD (Restricted Density), RE, OS, and A1 (Agriculture; the location of a golf course) border the site to the south. Interstate 405 is located immediately east of the site across North Sepulveda Boulevard.

9. **Other Responsible or Partner Agencies:** The County of Los Angeles and Sanitation Districts of Los Angeles County are partner agencies for the proposed Project.

10. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1?** No. However, as a part of the standard reconnaissance process, MRCA obtained a list of Tribes and Tribal representatives with potential affiliations to the area and will notify them of the Project as a part of the CEQA noticing process.

3. Environmental Checklist

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 21083.3.2). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.[27]

[27] Final text for tribal cultural resources update to Appendix G: Environmental Checklist Form. 2016, September 29. The AB 52 regulations adopted by the California Natural Resources Agency were approved by the Office of Administrative Law, and will appear in the California Code of Regulations. Copies of the rulemaking materials can be found at: http://resources.ca.gov/ceqa/.

3. Environmental Checklist

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.

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Agriculture & Forestry Resources	☐ Hydrology & Water Quality	☐ Transportation & Traffic
☐ Air Quality	☐ Land Use & Planning	☐ Tribal Cultural Resources
☐ Biological Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Cultural Resources	☐ Noise	☐ Mandatory Findings of Significance
☐ Geology & Soils	☐ Population & Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

DETERMINATION

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.

Ana Straabe — 8/14/18

SIGNATURE — **DATE**

ANA STRAABE — **CHIEF OF PARK DEVELOPMENT, MRCA**

PRINTED NAME — **TITLE**

3. Environmental Checklist

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3.2 ENVIRONMENTAL ANALYSIS

ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

Less Than Significant Impact. The nearest scenic vista is the Mulholland Scenic Parkway (Mulholland Drive), which is located less than 200 feet north of the Project site (immediately north of the Westland School parking lot). Mulholland Drive is designated as a scenic parkway by the City of Los Angeles because it provides panoramic view of the City of Los Angeles.[28] Panoramic views (e.g., of the urban skyline, valley, mountain range, the ocean, or other water bodies) are also usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available.[29] Mulholland Drive provides views from several vista locations that are wide and extend into the distance.

The Project would not alter views from or to Mulholland Drive. During construction some construction-related vehicles or equipment may temporarily be placed at the site however, views from Mulholland Drive would not be substantially impacted as the panoramic views off Mulholland Drive are north of the parkway, not south, at the Project site. Development of a parking area on the northern portion of the Project site would be consistent with an existing parking area that is located immediately north of the Project site. Mulholland Drive is not visible from the southern portion of the site. Therefore, the Project would not substantially degrade or compromise the existing scenic vista. No mitigation measures or further study are required.

[28] City of Los Angeles 1992. Mulholland Scenic Parkway Specific Plan. Available at: http://cityplanning.lacity.org/complan/specplan/pdf/MULHOL.PDF

[29] City of Los Angeles, LA CEQA Thresholds Guide, Chapter A, 2006. http://www.environmentla.org/programs/Thresholds/Complete%20Threshold%20Guide%202006.pdf

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The only officially designated state scenic highway in Los Angeles County is State Route 2 (SR-2) (Angeles Crest Highway) which is located approximately 19 miles northeast of the Project site.[30] The Project site is located more than 16 miles east of two officially designated county scenic highways (Kanan Road and Mulholland Highway).[31] The nearest eligible state scenic highways SR 27 (Topanga Canyon Boulevard) and SR 1 (Pacific Coast Highway) are both located within 7 miles (west and south) of the Project site.[32] The Project would not entail structures or any components that would be visible from any designated scenic highway. Project development would result in less than significant impacts to scenic resources within a designated state scenic highway. No mitigation measures or further study are required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The Project includes removal of portable buildings, construction of limited Project components in new areas of the site such as: a new parking area in the northern portion of the site; fitness stairs in the southern portion of the site; as well as other limited improvements (such as updates to the existing southern parking area, drainage, and appurtenant facilities (including new restroom facilities, landscaping, picnic tables, etc.). These improvements would enable the public to enjoy views of the Project site that are currently unavailable because the site is off limits to the public. Views of the Project site from the surrounding neighborhoods would not significantly change because the onsite improvements are minimal and would be compatible in design, scale, and color with the current natural site layout. The Project would not alter the general character, massing, or visual setting of existing site by adding buildings or structures that are not compatible with the existing visual character of the site or the surrounding neighborhood (e.g., architectural style, density, height, bulk, and setbacks). Therefore, the Project component would not substantially degrade or compromise the existing visual character or quality of the site and its surroundings. No mitigation measures or further study are required.

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

Less Than Significant Impact. The Project site is located in an urban setting. While the site is undeveloped, the surrounding areas to the north, east, and generally to the south are fully developed. The existing site contains minimal lighting for the offices, security and the parking area. The Project would include limited lighting for the remaining buildings, landscaping, security, and the parking areas, as needed (or required). The surrounding land uses also generate light from streetlights, vehicle lights, and

[30] California Department of Transportation (Caltrans). 2011 (updated). California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

[31] Note: the portion of Mulholland Highway located nearest to the Project site is not designated as scenic by the California Scenic Highway Mapping System.

[32] California Department of Transportation (Caltrans). 2011 (updated). California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

3. Environmental Checklist

residential/building lights. The two major causes of light pollution in this setting are glare and spill light. Given the setting and limited scope of the Project (including the limited sources of new light), the Project would not have the potential to result in substantial new sources of light or glare. Light and glare impacts would be less than significant. No mitigation measures or further study are required.

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

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 proposed Project would not convert farmland to non-agricultural uses. The Project site does not contain designated prime farmland, unique farmland, or farmland of statewide importance. The Project site is zoned as OS (Open Space).[33,34] Therefore, no project-related farmland conversion would occur. No mitigation measures or further study are required.

[33] City of Los Angeles. 2017. ZIMAS. Available at: http://zimas.lacity.org

[34] Division of Land Resource Protection (DLRP). 2016. California Important Farmland Finder. http://maps.conservation.ca.gov/ciff/ciff.html. Most of urbanized Los Angeles County, including the Project site, is not mapped on the California Important Farmland Finder.

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

No Impact. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value.[35] The proposed Project would not conflict with agricultural zoning or a Williamson Act contract. The existing zoning for the site is OS (Open Space).[36] The site is not zoned for agricultural use, and development of the Project would not conflict with such zoning. No impact would occur and no mitigation measures or further study are 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. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[37] Timberland is defined as "land….which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[38] The Project site is zoned for open space and is not zoned for forest land or timberland use.[39] No impact would occur and no mitigation measures or further study are required.

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

No Impact. Construction of the proposed Project would not result in the loss or conversion of forest land. The Project site is zoned as OS (Open Space) and the vegetation onsite is not cultivated for forest resources. No forest land would be affected by the proposed Project. No impact would occur and no mitigation measures or further study are 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. There is no mapped important farmland or forest land on Project site. The Project does not entail elements or activities that would directly or indirectly cause the conversion of such land to non-agricultural or non-forest use. No impact would occur and no mitigation measures or further study are required.

[35] California Department of Conservation. 2017. The Land Conservation Act (LCA). Available at: conservation.ca.gov
[36] City of Los Angeles. 2017. ZIMAS. Available at: http://zimas.lacity.org
[37] California PRC Section 12220(g).
[38] California PRC Section 4526.
[39] City of Los Angeles. 2017. ZIMAS. Available at: http://zimas.lacity.org

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

An Air Quality Impact Analysis was prepared for the proposed Project, it is Appendix A of this Initial Study.

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

Less Than Significant Impact. The most recently adopted comprehensive plan for the South Coast Air Basin (SCAB) is the 2016 Air Quality Management Plan (AQMP), adopted on March 3, 2017.[40] Regional growth projections (from the Southern California Association of Governments and county/city general plans), are used by South Coast Air Quality Management District (SCAQMD) to forecast future emission levels in the SCAB.

The proposed Project involves improvements to a former landfill that include planting new trees. While it is anticipated that recreational visitors will access the site intermittently, the planned improvements would not result in an increase in the demographics in the region, such that the Project would impact SCAG's demographic projections. Particularly the number of visitors would not be large enough to result in a significant impact (see Appendix A). As documented in Appendix A, the Project would not be considered a substantial source of air pollutant emissions that could affect the attainment designations in the SCAB. Therefore, the proposed Project would not affect the regional emissions inventory and would not conflict with strategies in the AQMP. Impacts would be less than significant. No mitigation measures or further study are required.

[40] South Coast Air Basin. 2017. 2016 Air Quality Management Plan. Available at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf

3. Environmental Checklist

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. Construction activities would result in the generation of air pollutants. These pollutants would primarily be from: 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by demolition, earth-moving, and other construction activities; 3) exhaust emissions from on-road vehicles; and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

The SCAQMD requires all construction projects in the SCAB to comply with SCAQMD Rules 403 and 1466 for Fugitive Dust. Rule 403 and 1466 control requirements are incorporated to reduce regional coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$) emissions associated with construction activities. The Project is expected to comply with Rules 403 and 1466, through the incorporation of best management practices including but not limited to: watering and covering soil during construction activities to prevent fugitive dust. Construction emissions evaluated for the Project would not exceed the established thresholds (see Tables 2 and 3).

Table 2 SCAQMD Regional Significant Emissions Thresholds

Pollutant	Construction Emissions (lbs/day)	Operational Emissions (lbs/day)
Volatile Organic Compounds (VOC / ROG)	75	55
Nitrogen Oxides (NO_X)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_X)	150	150
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Source: Appendix A (SCAQMD Air Quality Significance Thresholds, March 2015 www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook)

Table 3 Estimated Regional Construction Emissions

Construction Year and Season (lb/day)	VOC/ ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Summer Emissions	45.1	60.8	39.0	0.08	9.71	6.11
Maximum Winter Emissions	45.1	60.8	38.6	0.08	9.71	6.11
SCAQMD Significance Thresholds	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix A, Air Quality Impact Analysis

Operational air pollutant emissions are typically generated by area sources (e.g., landscaping equipment fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, and energy use associated with new buildings. As a former landfill, the Project site is subject to SCAQMD Rule 1150.1 that requires landfill owners and operators to measure and monitor methane levels to ensure that the levels are below the regulatory threshold limits.[41] The Project would not introduce significant new sources of operational emission. Maintenance activities would be consistent with the current ongoing maintenance at the site, although visitor access and certain activities (e.g., restroom/trash maintenance) would be anticipated to increase following the Project. However, operational emissions evaluated for the Project would not exceed the established thresholds (see Table 4).

Table 4 Estimated Regional Operational Emissions

Construction Year and Season (lb/day)	VOC/ ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Summer Emissions	1.16	0.85	2.28	0.01	0.56	0.16
Maximum Winter Emissions	1.15	0.87	2.14	0.01	0.56	0.16
SCAQMD Significance Thresholds	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix A, Air Quality Impact Analysis

As documented in Appendix A, air pollutant emissions from construction-related and operational activities would be less than SCAQMD regional thresholds, and therefore, less than significant. No mitigation measures or further study are required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The SCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National Ambient Air Quality Standards (AAQS), nonattainment for PM_{10} under the California AAQS, and nonattainment for lead under the National AAQS.[42] According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact.[43] As discussed in the previous response, operational activities would not result in emissions in excess of SCAQMD's significant thresholds. Therefore, the Project

[41] See Appendix G.

[42] California Air Resources Board (CARB). 2016. Area Designations Maps/State and National. http://www.arb.ca.gov/desig/adm/adm.htm.

[43] South Coast Air Quality Management District (SCAQMD). 1993. California Environmental Quality Act Air Quality Handbook. Diamond Bar, CA.

would not result in a cumulatively considerable net increase in criteria pollutants and impacts would be less than significant. No mitigation measures or further study are required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed Project could expose sensitive receptors to elevated pollutant concentrations if it causes or contributes significantly to elevated pollutant concentration levels. Localized emissions are evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and source receptor area. The nearest onsite receptors would be construction workers and hikers at the Project site. The nearest offsite receptors would be students located on the playground at Westland School during portions of the construction activities and during operation (if the northern parking area is developed. As shown in Table 5, LST emissions modeled for construction and operation of the Project determined that the Project would not result in significant impacts.

Table 5 Localized Construction Emissions

Construction Year and Season (lb/day)	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Summer Emissions	35.2	19.7	5.44	3.48
Maximum Winter Emissions	35.2	19.6	5.44	3.48
SCAQMD Localized Significance Thresholds	184	1179	10	5
Exceed Threshold?	**No**	**No**	**No**	**No**

See Appendix A, Air Quality Impacts Analysis

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 5 shows the proposed Project's maximum daily construction emissions (pounds per day) generated during construction activities compared with the SCAQMD's screening-level construction LSTs. As shown, the maximum daily NO_x, CO, PM_{10}, and $PM_{2.5}$ construction emissions generated from onsite construction-related activities would be less than SCAQMD screening-level construction LSTs. Therefore, Project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutants and localized construction air quality impacts would be less than significant.

Operation of the proposed Project would not generate substantial quantities of emissions from onsite stationary sources. Unlike the former landfill use or other industrial sites, as an open space area that would

not allow motorized vehicles throughout the site (except maintenance and patrol vehicles), the Project would not have the potential to generate substantial stationary sources of emissions; there would be no chemical processing or warehousing operations where substantial truck idling would occur onsite. Air pollutant emissions generated from onsite equipment would be nominal. Table 6 demonstrates that localized operational impacts related to stationary-source emissions would also be less than significant.

Table 6 Localized Operational Emissions

Construction Year and Season (lb/day)	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Summer Emissions	0	03.50E-04	0	0
Maximum Winter Emissions	0	3.50E-04	0	0
SCAQMD Localized Significance Thresholds	184	1179	2.5	1.5
Exceed Threshold?	**No**	**No**	**No**	**No**

See Appendix A, Air Quality Impacts Analysis

Emissions from construction equipment primarily consist of diesel particulate matter (DPM). Project related health risks (relating to cancer risk factors and non-cancer chronic reference exposure level for DPM), were evaluated for the proposed Project.[44] These factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. Construction of the proposed Project would be less than one year. As a landfill that has been closed for more than 30 years, and with the on-going monitoring and methane burn-off at the site, methane levels are negligible. As documented in Appendix A, the Project would result in limited exposure of sensitive receptors and would not exceed the screening-level LST significance thresholds. Therefore, the Project is not expected to contribute to a significant carcinogenic TAC health risk and non-carcinogenic health impacts (acute and chronic) are not expected to be significant as long as diesel particulate risks are not significant. No mitigation measures or further study are required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed Project would not result in objectionable odors. Land uses typically associated with objectionable odors include wastewater treatments plants, compost facilities, operating landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Construction and operation of trails, parking lots, fitness stairs or other components of the Project would not include these land uses or and would not be a significant source of odor impacts as described by SCAQMD Rule 402. Any odors associated with the proposed Project would be low in concentration (e.g., associated with temporary vehicle exhaust), temporary, and are not expected to

[44] Office of Environmental Health Hazards Assessment. 2015. Guidelines for the Preparation of Health Risk Assessments. Sacrament, CA.

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affect a substantial number of people. Therefore, odor impacts would be less than significant. No mitigation measures or further study are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

A Biological Technical Report was prepared for the proposed Project, it is included as Appendix B of this Initial Study. As outlined in Appendix B, the Project site contains a variety of vegetation types, including chaparral, coastal sage scrub, annual grassland, riparian woodland, and ornamental trees were observed during biological surveys conducted at the site. The Project site also contains the following wildlife species: Western Fence Lizard (*Sceloporus occidentalis*), tiger whiptail (*Aspidoscelis tigris*), California Quail (*Callipepla californica*), Band-tailed Pigeon (*Patagioenas fasciata),* Mourning Dove (*Zenaida macroura),* Anna's Hummingbird (*Calypte anna),* Allen's Hummingbird (*Selasphorus sasin),* Western Gull (*Larus occidentalis),* Turkey Vulture (*Cathartes aura),* Cooper's Hawk (*Accipiter cooperii),* Red-tailed Hawk (*Buteo jamaicensis),* Nuttall's Woodpecker (*Picoides nuttallii),* Pacific-slope Flycatcher (*Empidonax difficilis),* Black Phoebe (*Sayornis nigricans),* Ash-throated Flycatcher (*Myiarchus cinerascens),* Hutton's Vireo *(Vireo huttoni),* California Scrub-Jay (*Aphelocoma californica),* Common Raven (*Corvus corax),* Northern Rough-winged Swallow (*Stelgidopteryx serripennis),* Barn Swallow (*Hirundo rustica),* Oak Titmouse (*Baeolophus inornatus),* Bushtit (*Psaltriparus minimus),* White-breasted Nuthatch (*Sitta carolinensis),* Canyon Wren (*Catherpes mexicanus),* Bewick's Wren (*Thryomanes bewickii),* Blue-gray Gnatcatcher

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(*Polioptila caerulea),* Wrentit *(Chamaea fasciata),* Western Bluebird (*Sialia Mexicana),* California Thrasher (*Toxostoma redivivum),* Northern Mockingbird (*Mimus polyglottos),* Phainopepla (*Phainopepla nitens),* Scaly-breasted Munia (*Lonchura punctulata),* House Finch (*Haemorhous mexicanus),* Lesser Goldfinch *(Spinus psaltria),* Lawrence's Goldfinch (*Spinus lawrencei),* Spotted Towhee *(Pipilo maculatus),* California Towhee *(Melozone crissalis),* Dark-eyed Junco *(Junco hyemalis),* Hooded Oriole (*Icterus cucullatus*), Bullock's Oriole (*Icterus bullockii*), Brown-headed Cowbird (*Molothrus ater*), Black-headed Grosbeak (*Pheucticus melanocephalus*), Lazuli Bunting (*Passerina amoena*), Desert Cottontail (*Sylvilagus audubonii*), and California Ground Squirrel (*Ostospermophilus beecheyi*).

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

Less Than Significant Impact. The proposed Project is unlikely to have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). The proposed Project's infrastructure development would be predominantly within existing disturbed areas, and the intent of the proposed Project is to preserve open space in perpetuity. Implementation of the proposed Project is expected to have long-term beneficial effects on the biological resources within the Project site due to perpetual preservation of the lands for conservation and outdoor recreation activities and minimal construction of new infrastructure. Based on the results of the site reconnaissance, it has been determined that the proposed development of the Project would not have significant adverse impacts on biological resources present or potentially present on the site. As such, less than significant impacts would occur. No mitigation measures or further study are 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. As documented in Appendix B, no riparian habitats or other sensitive natural communities identified in City or regional plans, policies, or regulations by the CDFW or USFWS would be affected by the proposed Project. The Project may actually serve to improve the existing habitat that was observed on the site. Impacts would be less than significant. No mitigation measures or further study are required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. The Project would not entail activities that have the potential to impact protected wetlands, as such, no federally protected wetlands would be affected through direct removal, filling, hydrological interruption, or other means. No impact would occur.

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

Less Than Significant Impact with Mitigation. The Project site contains a variety of vegetation and wildlife habitat of various species including chaparral, coastal sage scrub, annual grassland, riparian woodland, and ornamental trees. As stated in Appendix B, the Project has the potential to improve wildlife movement and the availability of wildlife corridors nursery sites through preservation and management of the Project site for wildlife resources. This habitat may provide nesting sites for resident or migratory birds. While most of the vegetation and habitat onsite would remain untouched, there is the potential for construction related activities to occur near areas capable of serving as nesting sites for sensitive and protected bird species. Construction activities have the potential to result in disturbances to birds during nesting season (February 1 through September 30). A site survey was conducted in July 2017 for the preparation of Appendix B. A supplemental site reconnaissance survey was completed in January 2018.

Migratory nongame native bird species are protected by an international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Additionally, the California Fish and Game Code, Sections 3503, 3503.5, and 3513, prohibit the take of all birds and their active nests, including raptor and other migratory nongame birds.

Mitigation Measure-BIO-1 (MM-BIO-1) would ensure that if construction occurs during the avian breeding season, appropriate measures would be taken to avoid impacts to nesting birds.

MM-BIO-1: To comply with the Migratory Bird Treaty Act, the MRCA shall conduct pre-construction surveys for nesting birds by a qualified biologist within 500 feet of all Project work areas within one week of the commencement of Project construction if work occurs during the nesting bird season, which is generally accepted as February 1 to September 30. The biologist will also determine if areas near the proposed work areas are occupied by any special-status wildlife species just prior to construction. In the event that special-status species are found close enough to work areas where there is the potential for incidental take could occur, Project activities may need to be curtailed until the species have departed. Likewise, to avoid potential take under the Migratory Bird Treaty Act, construction activities should not take place in the vicinity of any active bird nests. The recommended construction buffer zone around active bird nests varies by species and would need to be determined on an individual basis based on the opinion of the surveying biologist as agreed upon by the California Department of Fish and Wildlife.

With implementation of MM-BIO-1, impacts to nesting birds would be less than significant. No further study is required.

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

Less Than Significant Impact. The Project site contains trees of varying species, sizes, and maturity that are spread throughout the site. It is anticipated that the Project would require the removal of ornamental trees

from the parking area at the southern portion of the site (located off North Sepulveda Boulevard). However, the Project would also include planting trees and would not conflict with any local policies or ordinances protecting biological resources. Given that no trees on the site that are protected by local ordinance would be impacted by the Project, a less than significant impact would occur. No mitigation measures or further study are 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?

Less Than Significant Impact. The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; including but not limited to the Mulholland Scenic Parkway Specific Plan or SMMNRA.[45] The proposed Project is designed to preserve the existing habitat and natural resources at the Project site for public benefit. A less than significant impact would occur. No mitigation measures or further study are required.

[45] US Geological Survey (USGS). 2015, November 30. Region 8 Habitat Conservation Plans (data layer in USGS *National Map*). Accessed June 2017. https://viewer.nationalmap.gov/viewer/?q=ags%3Ahttps%3A%2F%2Fwww.sciencebase.gov%2Farcgis%2Frest%2Fservices%2FCatalog%2F521fdafbe4b08e3fb9959e41%2FMapServer.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Less Than Significant Impact. The Project site is a former landfill that has been covered and compacted with three feet of soil (obtained from the eastern ridge of the hillside adjacent to the Mountaingate community).[46] The Project site contains several operational and maintenance relocatable structures and buildings that do not contain any distinguishable characteristics. Based on a review of historical aerial photographs, the Project site was undeveloped until the 1952. Between 1952 and 1964, grading, paving, and the construction/installation of several small buildings were completed at the site. The site contains several buildings: a permanent one-story office building (400 square feet; SF); a permanent one-story lunchroom building (240 SF); a relocatable technical trailer (200 SF) and a temporary sanitary building.

The proposed Project would remove the existing buildings. These buildings do not constitute historic resources. The nearest identified historic resource to the Project site is the Sepulveda Tunnel which is located approximately 0.36 mile east of the project site along North Sepulveda Boulevard.[47] The Project site is not visible from this resources and would not result in any off-site impact that would adversely impact this resource. No mitigation measures or further study are required.

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

Less Than Significant Impact. Archaeological resources include both structural ruins and buried resources. As previously noted, the Project is a former landfill site that has been covered in several feet of soil. Therefore, the minor earthwork or soil disturbance during construction of the proposed Project would not be

[46] City of Los Angeles. 2003. Mountaingate (Los Angeles City EIR 99-3251-SUB). Available at: https://planning.lacity.org. Ridges do not typical allow for the settlement or retention of buried resources.
[47] City of Los Angeles. 2017. Los Angeles Historic Resources Inventory (SurveyLA). Available at: https://preservation.lacity.org

expected to encounter buried archaeological resources. A Phase I survey and research conducted for a project that shares the southern border of the Project site, found that no previously recorded sites, prehistoric or historical, exist within the immediate vicinity.[48]

Site preparation for the proposed Project would not include extensive ground disturbance or major trenching or excavation. Most activities would occur within the footprint of the current parking area. Extremely shallow trenching (i.e. less than three feet) may be required to update, install, or improve existing utilities. The proposed northern parking lot area is relatively flat and would only require minor grading and compacting to level out the area for gravel and permeable pavement that would be required for the installation of a small parking lot. Archaeological impacts would be less than significant. No mitigation measures or further study are required.

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

Less Than Significant Impact. A paleontological resource is a natural resource characterized as faunal or floral fossilized remains, but may also include specimens of non-fossil material dating to any period preceding human occupation. The site is a former landfill site that has been covered in several feet of soil. For the reasons noted in the previous response, it is highly unlikely that the minor ground disturbance associated with the Project would uncover buried resources. Impacts to paleontological resources are considered less than significant. No mitigation measures or further study are required.

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

Less Than Significant Impact. In the unlikely event that human remains are uncovered during Project construction, Government Code Sections 27460 et seq. mandate that there shall be no further excavation or disturbance until the Los Angeles County Coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death; and the required recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC.

Pursuant to California Health and Safety Code Section 7050.5, the coroner shall make his or her determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe that they are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Compliance with existing regulations would ensure that impacts to human remains would be less than significant. No mitigation measures or further study are required.

[48] City of Los Angeles. 2003. Mountaingate (Los Angeles City EIR 99-3251-SUB). Available at: https://planning.lacity.org

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to 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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

This section includes references from a Geotechnical Engineering Report that was prepared in support of the proposed Project (see Appendix F of this Initial Study).

a) Expose people or structures to 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. The proposed Project would not expose people or structures to potential substantial hazards from surface rupture of a known fault. Based on a review of readily available geologic literature (including Appendix F), the Project site is not located within an Alquist-

Priolo Fault Zone and there are no known active faults or geologically hazardous areas on or immediately adjacent to the site. The nearest active fault to the Project site is the Santa Monica Fault which is located approximately 4.2 mile south of the site.[49] The Hollywood Fault is located approximately 5.2 mile southeast of the site.[50,51] Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years.[52] Fault rupture impacts would be less than significant. No mitigation measures or further study are required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. Southern California is a seismically active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site. The closest historically active surface faults are the Santa Monica and Hollywood Faults, located approximately 4.2 mile and 5.2 mile southeast of the site, respectively.

Because of the proximity to known faults, and because the entire southern California region is considered seismically active, there is a potential for people and structures to experience strong ground shaking in the future from local and regional faults. The Project includes the installation of one prefabricated restroom structure onsite. The structure would meet the required design and seismic resistant specifications for installation at the site in accordance with the applicable California Building Code, the California Geological Survey "Guidelines for Evaluating and Mitigating Seismic Hazards in California".[53] The proposed Project would not increase exposure of people or structures to earthquake impacts. Seismic ground shaking impacts would be less than significant. No mitigation measures or further study are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based upon three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age);[54] 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking.

[49] Terracon. 2016. Geotechnical Engineering Report. Irvine. CA
[50] City of Los Angeles. 2017. ZIMAS. Available at: http://zimas.lacity.org
[51] California Geological Survey (CGS). 1986, July 1. Special Studies Zones Map, http://gmw.consrv.ca.gov/
[52] California Geological Survey (CGS). 1986, July 1. Special Studies Zones Map, http://gmw.consrv.ca.gov/
[53] Published in 1997 by the California Department of Mines and Geology (DMG) as Special Publication 117 (SP117), and revised and readopted September 11, 2008, and published by the California Department of Conservation, California Geological Survey.
[54] The Holocene epoch began 12,000 to 11,500 years ago.

Although groundwater was encountered at the Project site at depths varying from 16 to 28 feet below existing grade, the Project site is not located in a mapped liquefaction hazard potential zone by the California Geologic Survey (CGS).[55] Project development would not subject people or structures to substantial hazards arising from liquefaction, and impacts would be less than significant. No mitigation measures or further study are required.

iv. Landslides?

Less Than Significant Impact. A landslide is a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, which are usually present in combination and include steep slopes, condition of rock and soil materials, the presence of water, formational contacts, geologic shear zones, and seismic activity.

The Project site is hilly however the proposed new structures would be located on a portion of the site that is relatively flat. Additionally, the Project site is not located in a mapped landslide hazard potential zone by the CGS.[56] As such, the Project would not expose people or structures to adverse effects from landslides. No mitigation measures or further study are required.

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

Less Than Significant Impact. The proposed project would not result in substantial soil erosion or loss of topsoil. Most of the site is covered in vegetation that would not be disturbed by the Project. As such the topsoil on the site would remain untouched during construction and operation of the Project.[57] Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, and moved from one place to another. Precipitation, running water, waves, and wind are all agents of erosion.

Construction projects of one acre or more are regulated under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board. Project applicants obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying best management practices (BMPs) that would be incorporated into the construction plan to minimize stormwater pollution. Categories of BMPs used in SWPPPs are described in Table 7.

Table 7 Construction BMPs

[55] Terracon. 2016. Geotechnical Engineering Report. Irvine. CA
[56] Terracon. 2016. Geotechnical Engineering Report. Irvine. CA
[57] Topsoil is the thin, rich layer of soil where most nutrients for plants are found and where most land-based biological activity takes place. The loss of topsoil through erosion is a major agricultural problem.

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Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind.	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales.
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping.
Tracking Controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: Source: California Stormwater Quality Association (CASQA). 2003, January. Stormwater Best Management Practice Handbook: Construction.

The Project would constitute low impact development (LID) concepts such as minimizing the amount of impermeable areas, using permeable pavement, retaining vegetation and planting trees, and using bioswales as well as other features that are consistent with the Low Impact Development Standards Manual (LID Standards Manual).[58]

By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed and can maintain or restore a watershed's hydrologic and ecological functions.[59] Soil erosion impacts would be less than significant. No mitigation measures or further study are required.

[58] County of Los Angeles Department of Public Works. 2014. Low Impact Development Standards Manual (LID Standards Manual). Available at: http://www.lastormwater.org/wp-content/files_mf/lidmanualfinal.pdf

[59] US Environmental Protection Agency. 2016. Urban Runoff: Low Impact Development. https://www.epa.gov/nps/urban-runoff-low-impact-development.

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. Hazards arising from liquefaction and landslides would be less than significant, as discussed in the previous responses. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The Project site is not prone to lateral spreading, as because the Project site is not prone to liquefaction. The major cause of ground subsidence is withdrawal of groundwater. Groundwater was encountered at depths varying from 16 to 28 feet below existing grade at the Project site.[60] No large-scale extraction of groundwater (or any other fluids) is occurring or is planned at the site. The site has been closed for several decades and as such is settled. Collapsible soils are typically geologically young, unconsolidated sediments of low density that may compress under the weight of structures. The Project may include the installation of one small restroom building and a ranger residence in currently paved areas. All structures associated with the proposed Project would comply with the California Building Code and the specifications outlined in the Geotechnical Engineering Report.[61] Based upon the Geotechnical Engineering Report, onsite soils are suitable for the proposed Project uses and as fill for the development on the site.[62] Additionally, given the limited scale and setting for the development, the Project would not have the potential to pose substantial hazards to people or structures arising from seismically induced settlement or collapsible soils. Impacts would be less than significant. No mitigation measures or further study are required.

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

Less Than Significant Impact. As noted in the previous response, the Project would not involve the placement of buildings or structures onsite that would have the potential to result in substantial risks to life or property. The onsite soils are suitable for the proposed Project.[63] The proposed Project would not expose people or buildings to significant adverse effects associated with expansive soils. Impacts would be less than significant. No mitigation measures or further study are required.

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

No Impact. The Project would not use a septic tanks or other alternative wastewater disposal systems, and no impact would occur.

[60] Terracon. 2016. Geotechnical Engineering Report. Irvine. CA.
[61] Ibid.
[62] Ibid.
[63] Ibid.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Greenhouse gas (GHG) emissions modeling data for the Project can be found in Appendix A of this Initial Study.

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

Less Than Significant Impact. Construction and operational GHG emissions were evaluated for the Project. Table 8 provides both the total and amortized project-related construction emissions. The amortized emission rate is based on total construction emissions amortized over 30 years per SCAQMD methodology.[64] As shown in Table 8, amortized Project emissions would be substantially below the proposed SCAQMD bright-line threshold of 3,000 $MTCO_2e$/year. Therefore, the proposed project's cumulative contribution to GHG emissions is less than significant. No mitigation measures or further study are required.

Table 8 Project GHG Emissions

Source	CO_2e Emissions, metric tons/year
Annual Construction Emissions	13.3
Annual Operation Emissions	112
Project Total	125
SCAQMD Threshold	**3,000**
Exceed Threshold?	**No**

See Appendix A.

[64] South Coast Air Quality Management District. 2009. Greenhouse Gases (GHG) CEQA Significance Thresholds. See Appendix A.

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

Less Than Significant Impact. The proposed Project would result in improvements to a former landfill for the preservation of an open space area and would not result in a substantial increase to the number of additional vehicle trips (see Section XVI., Transportation and Traffic). The Project would include the planting of trees which would further offset potential GHG emissions impacts. Therefore, the proposed Project would not interfere with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; including but not limited to:

- Senate Bill 32 (SB 32), which requires the state to reduce its greenhouse gas emissions 40 percent below 1990 levels by 2030;
- California Air Resources Board's Climate Change Scoping Plan, which provides the strategies for the state to meet the 2030 GHG reduction target as established under SB 32; [65]
- SB 350, which expands the Renewables Portfolio Standard to 50 percent by 2030 and doubles energy efficiency savings; and
- SB 375, which requires the metropolitan planning organizations to prepare Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the Regional Transportation Plan (RTP)/SCS was adopted in April 2016.[66]

Impacts would be less than significant. No mitigation measures or further study are required.

[65] California Air Resources Board. 2017, January 20. The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

[66] Southern California Association of Governments (SCAG). 2016, April. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☒	☐	☐

This Section includes references from an Environmental Data Report (Appendix C), Landfill Gas Management at Mission Canyon Landfill Memorandum (Appendix G), and the results of a lead and asbestos survey (conducted on July 24, 2017) that were completed for the proposed Project (Appendix C) of this Initial Study.

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. Construction of the Project may involve activities requiring the transport, storage, use, or disposal of minimal quantities of common hazardous substances for activities such as diesel for fueling and servicing construction equipment, cleaning chemicals, paints, etc. The use of these materials

during Project construction would be short term in nature and would occur in accordance with standard construction practices, as well as with applicable federal, State, and local regulations. These materials would also be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

Existing hazardous materials present or potentially present on or near the Project site may include:

- Recognized Environmental Conditions (REC): An REC is defined as the presence or likely presence of hazardous substances or petroleum products in, on, or at a property due to any release to the environment, under any conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment.[67] Based upon the available data, there are no actives REC on the Project site.

Onsite

Listings are provided for the Project site as identified at addresses 2201 and 2501 North Sepulveda Boulevard.

- As a former landfill, the Project site is included in the Superfund Enterprise Management System Archive (SEMS Archive) which tracks sites that have no further interest under the Federal Superfund Program based on available information.[68]

- As a former landfill, the Project site is listed on the Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) which identifies formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses.

- As a former landfill, the Project is listed in the Integrated Waste Management Board's Solid Waste Information System database, which contains an inventory of solid waste disposal facilities or landfills in a particular state and the State Water Resources Control Board's Waste Management Unit Database System, which tracks and inventories waste management units.

- The Project site is listed on historical and industrial Underground Storage Tank (UST) databases, which would be consistent with is former use as a landfill.

- The Project site is listed as a site that provides toxics and criteria pollutant emissions data collected by the Air Resources Board and local air pollution agencies.

- The Project site is listed as containing NPDES permits, including stormwater and the Project site has a Waste Discharge System listing from the California Water Resources Control Board.

[67] ASTM International (ASTM). 2013. Standard E1527-13: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

[68] The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the Environmental Protection Agency in 2015.

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Offsite

Several offsite listings that were provided for the area surrounding the Project site include:

- The Los Angeles County Fire Station, located at 16500 Mulholland Drive, is listed on the Resource Conservation and Recovery Act (RCRA) generators list. The RCRA database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the RCRA. This address is also listed on several UST databases. These are active uses that would be consistent with fire station uses.

- A site listed as, "DOD - Mount Disappointment Ang", located within approximately a half-mile of the Project site (the exact address is not provided) is an open but inactive Site Cleanups case by the Regional Water Quality Control Board.

Development of the Project may require removal of up to a net of 1,676 cubic yards of soil from the site. The procedures for loading, and transport of soils would be completed in compliance with SCAQMD Rule 403, and related guidelines intended for prevention, reduction, and dust/contamination control, and management in order to limit and avoid potential impacts.

Surveys conducted at the Project site detected both lead and asbestos containing materials in the structures at the site. These result are consistent with the findings of Project sites that involved constructed prior to 1978; before this time, lead-based paint, asbestos, and certain pesticides (for pest management in the buildings as well as in the surrounding site) were commonly used.[69,70,71] The construction contractor would be responsible for removal, containment, and disposal of all construction-related, demolition, and waste material in an appropriate waste facility, in accordance with the federal, State, and local laws. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code, Title 8, Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos containing materials.

All lead-containing material abatement/removal work must comply with the EPA, US Occupational Safety and Health Administration, and SCAQMD regulations. Lead must be contained during demolition activities (California Health & Safety Code sections 17920.10 and 105255). Title 29 Code of Federal Regulations (CFR) Part 1926 establishes standards for occupational health and environmental controls for lead exposure.

Hazardous materials that are currently being handled, used, transported, or disposed of include: standard cleaning products; pesticides and herbicides; and paints, fuels, and lubricants used in association with existing maintenance, cleaning, and landscaping at the Project site. The amounts of hazardous materials that are

[69] Department of Toxic Substances Control (DTSC). 2017, March 16. Glossary of Environmental Terms. http://www.dtsc.ca.gov/InformationResources/Glossary_of_Environmental_Terms.cfm.
[70] US Environmental Protection Agency (USEPA). December 19, 2016. U.S. Federal Bans on Asbestos. https://www.epa.gov/asbestos/us-federal-bans-asbestos.
[71] Those demolishing pre-1978 structures may presume the buildings contain lead-based paint without having an inspection.

handled at any one time are small, which reduce the educing the potential consequences of an accident during transport, storage, or handling.

Hazardous materials are regulated by several agencies, including the Environmental Protection Agency, the California Department of Toxic Substances Control (DTSC), California Division of Occupational Safety and Health, and the on-going methane monitoring program is regulated in compliance with the requirements of the SCAQMD and DTSC. All transport, handling, use, and disposal of substances such as petroleum products related to construction would comply with all federal, State, and local laws regulating the management and use of hazardous materials. BMPs would be in place to ensure the lawful and proper storage and use of these materials and as such, potential impacts would be would be less than significant. Ongoing monitoring at the Project site has confirmed that methane emissions rates have been maintained at concentrations that would not pose a significant threat to human health or safety.[72] The maximum detected methane concentration has remained less than 13 parts per million by volume (ppm) and the required threshold for the site (in accordance with SCAQMD Rule 1150.1) is 25 ppm (see Appendix G). The DTSC conservatively recommends 500 ppm as an indoor screening level and does not require further investigation at these levels below this.[73]

The requirements of these agencies would be incorporated into the design and operation of the proposed Project. These requirements include providing for and maintaining appropriate storage areas for hazardous materials (with readily available safety data sheets and the appropriate warning signs and labels). The Project development would not subject people or the environment to substantial hazards related to hazardous materials sites listed on regulatory agency databases.

All materials and substances that would be used after Project completion (for maintenance of the site) are already being used on the Project site in limited quantities; therefore, no substantial change would occur and the Project would result in less than significant impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. No mitigation measures or further study are 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. The use, handling, storage, and disposal of hazardous materials in the course of Project construction and operation would not pose a substantial hazard to the public or the environment from reasonably foreseeable accidental release. Compliance with the previously discussed regulations is already standard practice at the Project site, ongoing maintenance and monitoring facilities (Sanitation Districts' environmental controls) regulate the standard site emissions; onsite maintenance staff are trained to safely contain and cleanup spills; and the appropriate hazardous materials emergency response

[72] California Environmental Protection Agency and Department of Toxic Substances Control. 2012. Evaluation of Biogenic Methane. Available at: https://www.dtsc.ca.gov/PublicationsForms/upload/BF_Schools_Eval_of_Biogenic_Methane_March_2012.pdf
[73] Ibid.

agencies have established roles and responsibilities. Development of the Project does not include elements that would have the potential to result in a foreseeable upset or accident condition.

As discussed in the previous response, the potential release of hazardous gas emissions from the Project site is limited by the low levels released by the site (i.e., remained less than 13 parts ppm). Which are less than the required SCAQMD compliance threshold of 25 ppm and significantly lower than the DTSC threshold of 500 ppm.[74] Additionally, the project site is subject to the SCAQMD Rule 1150.1, Control of Gaseous Emissions from Municipal Solid Waste Landfills. As further outlined in Appendix G, Rule 1150.1 requires landfill owners and operators to monitor and measure methane levels to ensure that the emissions are below the regulatory threshold limit of 25 ppm (and 500 ppm at any point for instantaneous surface methane gas). The Project site has been subject to compliance with Rule 1150.1 since April 2000. As a result, the Sanitation Districts have nearly two decades worth of data on the methane emissions at the Project site which document that the methane emissions from the site has not exceeded the established threshold (Appendix G). A comparison of the Project site and the South Coast Botanic Garden demonstrate that the methane levels at the Project site are consistent with those of an operational botanical garden; accordingly, the Project site does not pose a threat to public health or the environment.

Impacts from reasonably foreseeable upset and accident conditions would be less than significant. No mitigation measures or further study are 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. The proposed Project would not emit hazardous emissions or handle significant quantities of hazardous or acutely hazardous materials, substances, or waste. Hazardous materials expected at the Project site would be associated with common maintenance, operational, and repair activities. These materials would be used in small quantities and would be stored in compliance with established federal, State, and local regulations. Additionally, construction materials would comply with existing regulations. Operation of construction equipment and heavy trucks during project construction would generate diesel emissions; however, the Project construction period would be temporary. Health risk is based upon the conservative assumption that exposure is continuous and occurs over a 70-year lifetime. Exposure to diesel exhaust during the construction period would not pose substantial hazards to persons at the site or at any of the schools within 0.25 mile of the Project site due to the short-term of the construction activities. Operation of the proposed Project would not introduce a new or substantially adverse source of hazardous emission to the site. Impacts would be less than significant. No mitigation measures or further study are required.

[74] California Environmental Protection Agency and Department of Toxic Substances Control. 2012. Evaluation of Biogenic Methane. Available at: https://www.dtsc.ca.gov/PublicationsForms/upload/BF_Schools_Eval_of_Biogenic_Methane_March_2012.pdf

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. California Government Code Section 65962.5 requires that lists of hazardous materials sites be compiled and available to the public. The Project site is not included on any list compiled pursuant to California Government Code Section 65962.5.[75] Appendix C provides additional detail regarding the results of regulatory agency environmental database searches for the Project site. In addition to the RECs listed in Response VIII.(a); the nearest listed site was a leaking underground storage tank (LUST) clean-up site at the Mountaingate County Club (12445 Mountain Gate Drive, Brentwood, CA 90049).[76] The Project site does not contain any active sites or listed sites. Impacts would be less than significant. No mitigation measures or further study are required.

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

No Impact. The nearest airport to the Project site is the Van Nuys Airport, located approximately 5 miles north of the site.[77] The Project site is not within the airport influence area or the airport land use planning area for the Van Nuys Airport.[78] Project development would not result in a new use that would interfere with air traffic patterns, or increase traffic levels or change traffic locations such that it would result in a safety risk. No impact would occur. No mitigation measures or further study are required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There is a private helipad onsite for emergency use. The Project would not impact or be impacted by this existing feature. Development of the Project would not create a safety hazard. No impact would occur. No mitigation measures or further study are required.

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

No Impact. The Los Angeles County Operational Area Emergency Response Plan (ERP) approved by the County Board of Supervisors in 2012 is the emergency response plan in effect at the Project site.[79] The ERP identifies County agencies and other agencies that would be involved in emergency responses; threat

[75] Department of Toxic Substances Control. 2018. Envirostor. Available at: https://www.envirostor.dtsc.ca.gov/
[76] State Water Resources Control Board. 1996. Cleanup Status: Completed - Case Closed RB Case #: 900490052

[78] Los Angeles County Department of Public Works. 2017, March 17. Los Angeles County Airports. http://dpw.lacounty.gov/avi/airports/map.aspx?extent=-13163703.149727825,4013268.8423409513,-13161868.661048933,4014797.5829066955.
[79] Los Angeles County. 2012. Emergency Response Plan. Available at: http://lacoa.org/PDF/PressReleases/OAERP-Approved-Adopted%20Version%206-19-2012.pdf

summaries and assessments; and procedures for responding agencies as well as County agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Emergency preparedness and response planning and coordination would be coordinated through MRCA's Ranger and Fire Divisions. As such, the proposed Project would not interfere with any other existing emergency response plans or emergency evacuation plans. No emergency response impact would occur. No mitigation measures or further study are required.

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

Less Than Significant Impact with Mitigation Incorporated. The Project site is located within an area that is susceptible to wildfire on or near the site.[80] Given the proximately of the Project site to residential uses, MM-HAZ-1 would be incorporated to ensure the potential impacts remain less than significant. The Project site includes irrigation and water tanks would be strategically placed on the site. Additionally, the MRCA provides supplementary fire protection services. However, given the sensitivity of the site and its proximity to residential areas, MM-HAZ-1 would be incorporated to ensure that the Project site is protected from wildfires to the extent feasible.

MM-HAZ-1: The MRCA shall post permanent signs and warnings at the entrances, parking areas, and throughout the trail to prohibit smoking or use of any flammable chemicals, incendiary devices, or the use of unauthorized motor vehicles on the trails. Telephone numbers for emergency contacts would be provided on each sign. The signs shall be compliant with the MRCA Park Ordinance. During wildfire season (typically June through October in Southern California), MRCA shall provide additional patrols and supplemental maintenance and irrigation, as required, to limited the availability of accelerants and to prevent or limit the spread of wildfires.

With implementation of MM-HAZ-1, impacts related to wildfires would be less than significant. No further study is required.

[80] California Department of Forestry and Fire Prevention (CAL FIRE). 2011, September. Very High Fire Hazard Severity Zones in LRA: Los Angeles. http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Los_Angeles.pdf.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

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a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. A significant impact would occur if the proposed Project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. The Project would implement BMPs, LID, and design features such as the use of permeable pavement and the development of bioswales to ensure that the temporary impacts from discharge of soil through erosion, sediments, and other pollutants during construction and operational impacts from impervious surfaces (buildings, roads, parking lots, and walkways) that prevent water from being absorbed/soaking into the ground, thereby increasing the pollutants in stormwater runoff are avoided. The Sanitation Districts would continue to monitor the groundwater at the site and would continue to maintain the seep lines.

Through incorporation of BMPs, LID, and the design features the Project, would comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB), NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the SWRCB, and the LID Standards Manual issued by the County of Los Angeles Department of Public Works.[81] Impacts would be less than significant. No mitigation measures or further study are required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The Project site is located within Hollywood Subbasin region of the Coastal Plain of Los Angeles Groundwater Basin.[82] The Hollywood Subbasin underlies the northeastern part of the Coastal Plain of Los Angeles Groundwater Basin. The subbasin is bounded on the north by Santa Monica Mountains and the Hollywood fault, on the east by the Elysian Hills, on the west by the Inglewood fault zone, and on the south by the La Brea High, formed by an anticline that brings impermeable rocks close to the surface. Surface drainage flows southward to join Ballona Creek, then westward to the Pacific Ocean. Average annual precipitation ranges from 12 to 14 inches. The City of Beverly Hills is currently the only major pumper in the subbasin.[83] As previously noted in this IS/MND, groundwater was encountered at the Project site at depths varying from 16 to 28 feet below existing grade.[84] The Project does not propose groundwater wells that would extract groundwater from the aquifer. Construction and operation of the Project improvements would not lower the groundwater table or deplete groundwater supplies. Furthermore, the use of permeable pavement would provide intentional groundwater recharge; therefore, the Project would

[81] County of Los Angeles Department of Public Works. 2014. Low Impact Development Standards Manual (LID Standards Manual). Available at: http://www.lastormwater.org/wp-content/files_mf/lidmanualfinal.pdf
[82] Department of Water Resources (DWR). 2004. California's Groundwater Bulletin 118.
[83] Department of Water Resources (DWR). 2004. California's Groundwater Bulletin 118.
[84] Terracon. 2016. Geotechnical Engineering Report. Irvine. CA

not interfere with groundwater recharge. Impacts would be less than significant. No mitigation measures or further study are 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, in a manner which would result in a substantial erosion or siltation on- or off-site.

Less Than Significant Impact. The LID associated with the Project would retain or improve the existing drainage patterns on the site. The natural flow of the site and vegetation would be preserved and no adverse alterations to the existing site would be occur as a result of the proposed Project (Appendix B). Construction-related erosion controls (BMPs) would be installed and maintained during construction, to prevent significant quantities of sediment from entering the storm drains.

During operation, drainage from the Project site would discharge less because sediment would be captured/filtered onsite through the site's vegetation and bioswales (as well as other LID elements, like permeable pavement). The Project would improve the natural movement of water within the site by retaining stormwater onsite. Thus, Project development would not cause substantial erosion. Impacts would be less than significant. No mitigation measures or further study are required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As discussed in the previous response, the drainage pattern would be similar to (or an improvement of) the existing conditions. Pursuant to LID standards, the proposed onsite drainage system would discharge a net decrease in runoff to municipal storm drains. Impacts would be less than significant. No mitigation measures or further study are required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project development would not result in runoff exceeding the capacity of the municipal storm drain system, as discussed in the previous responses. Development of the proposed Project would not cause substantial water pollution, because BMPs, project features, and LID standards would avoid or substantially limit the potential for the site to contribute to runoff. Runoff water impacts would be less than significant. No mitigation measures or further study are required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. As noted in the previous responses, the proposed Project would be required to comply with applicable federal, State, and local regulations, as well as obtain necessary permits from the RWQCB. Therefore, the Project would not otherwise degrade water quality; impacts would be less than significant. No mitigation measures or further study are required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project site is designated as Zone X, as an area of minimal flooding, the site is higher than the elevation of the 0.2-percent-annual-chance flood.[85] Additionally, the proposed Project would not develop housing. No impact would occur. No mitigation measures or further study are required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The proposed Project site is designated as having minimal potential to flood (i.e. it is located outside of 100-year flood hazard area.[86] Therefore, the project elements and structures would not impede or redirect flood flows. No impact would occur. No mitigation measures or further study are required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The proposed Project is not located within the immediate proximately of a dam or levee. Impacts would be less than significant. No mitigation measures or further study are required.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact.

Seiche. A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. The nearest enclosed body of water to the Project site , Stone Canyon Reservoir, is located approximately 1.54 mile east of the Project site. Given the elevation of the proposed Project site, the Project would not have the potential to expose people or structures to impacts related to a seiche. Impacts would be less than significant. No mitigation measures or further study are required.

Tsunami. Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The Project site is located more than 6 miles east of the Pacific Ocean in a hillside area outside the tsunami hazard zone. Therefore, the Project would not be expected be inundated by a tsunami. Impacts would be less than significant. No mitigation measures or further study are required.

Mudflow. A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The Project site is located in a hilly area that is subject to landslides. However, the Project would develop structures in locations that are relatively flat, solid, and would not readily be subject to a mudflow. Impacts would be less than significant. No mitigation measures or further study are required.

[85] Federal Emergency Management Agency. 2008. FEMA Flood Map Service. FIRM Panel 06037C1580F
[86] Ibid.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The Project site is an open space area that is surrounded by fully developed urban land uses, including residential and public facilities. The proposed Project would take place within the existing open space boundaries and would not divide an established community. No impact would occur and no mitigation measures or further study are required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The Project site is located within the Santa Monica Mountains National Recreation Area (SMMNRA) which is a part of the National Park System and is managed by the National Park Service. The SMMNRA preserves natural habitats and historical and cultural sites, offers recreational opportunities, and improves the air quality for the Los Angeles basin. Covered by chaparral, oak woodlands, and coastal sage scrub, it is home to many species that are listed as rare, threatened, or endangered.[87] The Project site is zoned as open space. The Project would be consistent with the existing land use and zoning for the site. Impact would be less than significant and no mitigation measures or further study are required.

[87] Los Angeles County Department of Regional Planning. 2015. General Plan 2035. Available at: http://planning.lacounty.gov/generalplan/generalplan

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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact. The Project is consistent with the CDFW's Natural Community Conservation Planning (NCCP) program[88] and it is designed to protect and perpetuate the biological diversity of the area which is also consistent with the SMMNRA. The Project would result in beneficial improvements to the existing Project site and impacts would be less than significant. No mitigation measures or further study are required.

[88] California Department of Fish and Wildlife. 2017. Natural Community Conservation Planning (NCCP) Act. Available at: https://www.wildlife.ca.gov/conservation/planning/nccp

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. The Project site is mapped Mineral Resource Zone 3 (MRZ-3) by the California Geological Survey, indicating that it is in an area of undetermined mineral resource significance.[89] No active mines or oil fields are mapped on the Project site.[90] Therefore, development of the proposed Project would not cause a loss of availability of a known mineral resource valuable to the region and the State, and no impact would occur. No mitigation measures or further study are required.

i) 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. No mining sites are identified on the Project site.[91] Therefore, development of the proposed Project would not cause a loss of availability of a mining site, and no impact would occur. No mitigation measures or further study are required.

[89] California Geological Survey (CGS). 1994a. Generalized Mineral Land Classification Map of Los Angeles County. Available at: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Plate1B.pdf.

[90] Office of Mine Reclamation (OMR). 2017, March 27. Mines Online. http://maps.conservation.ca.gov/mol/mol-app.html and Department of Conservation. Division of Oil, Gas and Geothermal Resources. Well Finder. www.conservation.ca.gov/dog

[91] Office of Mine Reclamation (OMR). 2017, March 27. Mines Online. http://maps.conservation.ca.gov/mol/mol-app.html

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

A Noise Impact Analysis was prepared for the proposed Project, it is included as Appendix D of this Initial Study.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Potential noise impacts associated with the southern and northern portions of the Project site were assessed separately in Appendix D because both the proposed improvements and the surrounding noise-sensitive receptors are different in the southern and northern portions of the Project site.

As there are no noise-sensitive receptors near the southern Project area, the proposed improvements to the southern Project area would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, local noise ordinance, or applicable standards of other agencies when considering neighboring land uses. Construction activities would be temporary and would be completed in compliance with the County and City's established policies and regulations concerning the generation and control of noise (including scheduling construction to occur within the County and City's permitted construction work hours/days, as applicable).[92,93]

[92] County of Los Angeles Municipal Code, Section 12.08.440. https://library.municode.com/index.aspx?clientId=16274.
[93] Section 41.40 and Section 112.05 of the City of Los Angeles' Municipal Code.

County construction noise guidelines are outlined in the Los Angeles Municipal Code, Chapter 12.08 (Noise). Construction noise is prohibited on Sundays, holidays, and between the hours of 7:00 PM and 7:00 AM Monday through Friday. The County also provides maximum noise limits for short-term mobile (with maximum ranges during permissible hours between 75 dBA at single-family residential land uses to 85 dBA at semi-residential/commercial land uses) and long-term stationary (with maximum ranges during permissible hours between 60 dBA at single-family residential land uses to 70 dBA at semi-residential/commercial land uses) construction equipment noise.

The County of Los Angeles Municipal Code, Section 12.08.560,[94] prohibits the operation of any device that creates vibration that is above 0.01 in/sec at or beyond the property boundary of the source on private property or at 150 feet from the source on a public space or right-of-way.

The Project site is located in the incorporated City of Los Angeles. As such, the City's guidelines for noise compatible land uses were used to evaluate whether ambient noise levels are compatible with the proposed use of the Project site as open space (parkland).[95]

The equivalent noise level (Leq) noise levels measured in the southern portion Project site, ranged from 46.8 dBA (A-weighted decibel scale) to 48.9 dBA (see Appendix D). The community noise equivalent level (CNEL) from freeway noise is generally 3 to 4 dBA higher than the average daytime noise level. Therefore, due to the proximity of Interstate 405 to the Project site, it is estimated that the existing CNEL in the southern portion of the Project site ranges from 50.8 to 52.9 dBA, well below the 65 dBA that is considered acceptable for parkland.

The Leq noise levels measured in the northern portion Project site, ranged from 45.5 dBA to 46.6 dBA. For typical urban and suburban traffic, the CNEL is estimated at 2 dBA higher than the average daytime noise level. Therefore, due to the proximity of Mulholland Drive to the Project site it is estimated that the existing CNEL in the northern portion of the Project site ranges from 47.5 to 48.6 dBA, also well below the 65 dBA that is considered acceptable for parkland.

Therefore, the proposed use of the Project site as an open space/park project would not result in exposure of persons to noise levels in excess of standards established in the local general plan.

Sensitive Receptors: The southern Project area would predominantly be accessed of North Sepulveda Boulevard (only heading south); where there are no immediate noise-sensitive receptors. Therefore, additional traffic trips to the southern Project area would have no impact to sensitive receptors.

[94]County
https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT12ENPR_CH12.08NOCO_PT2DE_12.08.350VI

[95] City of Los Angeles. 2015 (as amended). City of Los Angeles General Plan. Available at:
https://planning.lacity.org/GP_elements.html; "Noise Element of the City of Los Angeles General Plan," 1999.
https://planning.lacity.org/cwd/gnlpln/noiseElt.pdf

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Table 9, Project-Generated Traffic Noise Increases, shows the estimated traffic noise increase that would occur on Mulholland Drive from the increased traffic volumes that would occur as a result of the proposed Project. The northern Project area would be accessed off Mulholland Drive (from either the east or the west). A 3 dBA increase is considered a substantial permanent increase in ambient noise levels due to Project-generated traffic. A doubling of traffic volume is necessary to increase noise levels by 3 dBA. The Project is expected to result in 9 additional traffic trips in the peak AM hour and 43 additional vehicle trips in the peak PM hour (see Appendix E). Conservatively assuming all the 43 PM trips accessed the northern Project area, which is accessed by Mulholland Drive, the Project would not result in a significant increase above existing levels at Mulholland Drive and the additional trips would be far less than a doubling of traffic volumes.

Table 9 Project Generated Traffic Noise Increases

Road/Segment	Traffic Volume		Traffic Noise Increase (dBA CNEL)
	Existing (ADT)	Existing plus Project (ADT)	
Mulholland Drive	500	547	0.12

ADT: Average daily traffic volume; dBA: A-weighted decibels; CNEL: Community Noise Equivalent Level; Source: Appendix E.

Table 9 uses the existing traffic volumes and the estimated project traffic volumes from the Project traffic impact analysis. As shown in Table 9, the Project-generated traffic noise increase on Mulholland Drive is estimated at 0.12 dBA (see Appendix E), which is less than the 3 dBA threshold. The impact would be less than significant.

The Project, once constructed would not introduce any significant sources of onsite noise. In the southern Project area, there are no noise sensitive land uses nearby (the nearest residence is more than 1,500 feet from the southern portion of the site), so operational noise would not be a concern.

In the unlikely scenario that all 43 anticipated peak PM traffic trips utilized the northern Project area lot, the noise generated would result in an estimated 45 dB Leq at 50 feet from the new parking lot. This is less than the City of Los Angeles' presumed daytime ambient level for residential use of 50 dB and comparable to the existing ambient noise level.[96] Therefore, noise generated by vehicles entering and exiting the site would not result in a significant noise impact. While the volume of people's voices can vary, the noise level of normal conversations at three feet is 60 to 70 dBA. Assuming the higher end of this range, the noise level at 50 feet from the source of a conversation would be 45.6 dBA at 50 feet, less than presumed daytime ambient level for residential use and comparable to the existing ambient noise level (see Appendix D). Therefore, the noise produced by people conversing during operation of the Project would not result in a significant noise impact.

[96] City of Los Angeles. 2015 (as amended). City of Los Angeles General Plan. Available at: https://planning.lacity.org/GP_elements.html; "Noise Element of the City of Los Angeles General Plan," 1999. https://planning.lacity.org/cwd/gnlpln/noiseElt.pdf

In conclusion, the operation of the proposed Project would be compatible with the applicable noise standards. Impacts would be less than significant. No mitigation measures or further study are required.

b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. As discussed in Appendix D, pile driving and blasting are generally the sources of the most severe vibration during construction. Neither pile driving nor blasting would be required during Project construction. Conventional heavy construction equipment would be used for mass grading and a vibratory roller may be used for the road and parking lot improvements. Table 10, Vibration Levels During Construction, summarizes typical vibration levels measured during construction activities for various vibration-inducing pieces of equipment at a distance of 25 feet.

Table 10 Vibration Levels During Construction

Equipment	ppv at 25 ft (in/sec)
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

ppv: peak particle velocity; ft: feet; in/sec: inch(es) per second.

Source: California Department of Transportation (Caltrans). 2013b (September) Transportation and Construction Vibration Guidance Manual. Sacramento, CA: Caltrans. http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

The nearest residence northern Project area is approximately 90 to 100 feet from the construction area for the road and parking improvements. Therefore, the nearest the vibratory roller would to the residential structures would be 90 to 100 feet. At this distance the use of the vibratory roller would not exceed the structural damage criterion of 0.3 peak particle velocity (ppv) in/sec from continuous/frequent intermittent sources.

The nearest school structures to the northern Project area are storage buildings located approximately 30 feet from the Project site's property boundary and the construction area for the road and parking improvements. At this distance the use of the vibratory roller would not exceed the structural damage criterion of 0.3 ppv in/sec from continuous/frequent intermittent sources.

The other equipment that may be used for construction of the Project would not result in significant sources of vibration at adjacent properties.

The proposed Project would not introduce significant vibration-generating sources and would not result in discernable vibration beyond the property line. The impact would be less than significant. No mitigation measures or further study are required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A 3 dBA increase is considered a substantial permanent increase in ambient noise levels. As described in response to (a), increases in operational noise levels related to the Project would not increase the existing noise environment. Therefore, permanent noise impacts would be less than significant. No mitigation measures or further study are required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact with Mitigation Incorporated. There would be a temporary increase in ambient noise levels in the Project vicinity due to Project construction. The noise limit for construction equipment in the City of LA is 75 dBA at 50 feet from the noise source. Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, amount of equipment operating at the same time, and the timing and duration of the noise-generating activities. Construction activities for the proposed Project would be limited to the hours specified in the City of Los Angeles Municipal Code,[97] so no nighttime noise would be generated.

Construction noise is related primarily to the use of heavy equipment. Typical maximum noise levels generated by representative pieces of construction equipment and their acoustic utilization factors are listed in Table 11. Acoustical utilization factors estimate the percentage of time each piece of construction equipment would be operating at full power (i.e., its loudest condition) during a construction operation.

Table 11 Typical Maximum Construction Noise Levels

Equipment	Noise Level (dBA) at 50 ft	Acoustical Usage Factor
Backhoe	80	40%
Chain Saw	85	20%
Compactor (ground)	80	20%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Grader	85	40%
Jackhammer	85	20%
Roller	85	20%
Scraper	85	40%
dBA: A-weighted decibels; ft: feet;		

[97] Section 41.40 and Section 112.05 of the City of Los Angeles' Municipal Code.

Table 11 Typical Maximum Construction Noise Levels

Equipment	Noise Level (dBA) at 50 ft	Acoustical Usage Factor
Source: Federal Highway Administration, "Construction Noise Handbook," *https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm.*		

Heavy construction equipment used in the northern Project area may include a grader, an excavator, and a roller or similar heavy equipment. These equipment would all produce a noise level of 85 dBA at 50 feet, but the paver would produce the highest average noise levels since it has the highest acoustical utilization factor. Since the equipment would be moving over the site, the distance from the center of the northern Project area to the property boundaries, approximately 170 feet, was used to estimate the average noise levels at the adjacent noise-sensitive receptors (Westland School and the nearest residence) to the northern Project area.

The estimated average (Leq) construction noise levels at the property boundary of Westland school and the nearest residences to the northern Project area during operation of the paver, the loudest equipment expected to be used in the northern Project area, would be 71.4 dBA. If a paver and a roller were operating simultaneously, the average noise level at the adjacent noise-sensitive receptors would be 72.9 dBA. There may be instances, when heavy construction equipment is operating close to the nearest noise-sensitive properties, when the noise level would be expected to exceed 75 dBA at the boundaries of the noise-sensitive properties, but those instances would be short lived and the average expected noise level would be less than the established construction noise limit of 75 dBA at 50 feet from the noise source when within 500 feet of a residential property. In addition, the average noise levels on the nearest residential properties would be decreased by the dense shrubbery that is present along the border of the northern Project area and the nearest residential properties. If construction equipment is staged close to the residential properties or Westland School, the average noise levels at the noise-sensitive receptors would be increased. Therefore, MM-NOI-1 would be implemented to ensure that the average noise levels at the nearest noise-sensitive receptors are below 75 dBA.

MM NOI-1: If a construction staging area is used in the northern Project area, it shall be located towards the middle of the site (where feasible) to maximize distance between the staging area and the nearest noise-sensitive receptors. If staging in the middle is not feasible, the contractor shall use sound blankets to reduce the noise levels.

The background noise level at which conversation starts to become difficult at 4 to 5 feet is 70 dBA.[98] Since the construction area in the northern Project area is immediately adjacent to Westland School's playground area, the noise level within the playground area during construction of the Project could make conversation difficult and disrupt recess activities and other outdoor activities at the school when heavy construction equipment is operating in close proximity to the school.

[98] California Department of Transportation (Caltrans). 2013b (September). Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol. Sacramento, CA: Caltrans. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

MM NOI-2: To mitigate potential construction–related noise impacts at Westland School, MRCA would incorporate the following measures during the construction phase of the Project.

- MRCA's construction contractor (or its designee) will coordinate with the Westland School administration to limit the operation of heavy equipment in the northern Project area to times when the school's outdoor playground area is not in use. This could either be when school is not in session or, when school is in session, but when the outdoor playground area is not in use by students.

- If construction activities requiring the use of heavy construction equipment, may not feasibly be scheduled to avoid times when students are on the playground area, the construction contractor shall install temporary noise attenuation barriers, such as sound blankets, along the property boundary between the northern Project area and the Westland School playground area. The sound blankets shall block the line of the site between the active construction area and the playground area. The construction contractor shall ensure that there are no gaps along the barrier or between the barrier and the ground.

With implementation of MM-NOI-1 and MM-NOI-2, average noise levels would be less than the thresholds for construction noise when within 500 feet of residences and noise impacts at the nearest residential properties would be less than significant. No further study 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 expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airports to the project site are the Van Nuys Airport, located approximately 5 miles north of the site; Santa Monica Airport, located approximately 7.0 miles southwest of the Project site; and the Hollywood Burbank Airport, located approximately 7.7 miles northeast of the proposed Project site..[99,100] At these distances, aircraft operations noise would not be expected to notably affect the noise environment at the project site. The proposed Project would not expose people residing or working in the Project area to excessive noise levels from a public airport. No impact related to noise from public airports would occur. No mitigation measures or further study are required.

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

No Impact. The Project site contains a heliport that is available for emergency or discretionary use. However, the Project site is not located in the vicinity of a private airstrip. No private airstrips were identified within 5 miles of the Project area. Therefore, there would be no impacts related to exposure of people

[99] Airnav.com. 2017, January 27. Airport Information. http://www.airnav.com/airports/
[100] Los Angeles County Department of Public Works. 2017, March 17. Los Angeles County Airports. http://dpw.lacounty.gov/avi/airports/map.aspx?extent=-13163703.149727825,4013268.8423409513,-13161868.661048933,4014797.5829066955.

residing or working in the project area to excessive noise levels from a private airstrip. No mitigation measures or further study are required.

3. Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

Less Than Significant Impact. The proposed Project would not induce population growth. The Project does not entail the development of new homes or businesses. Further, the Project would make physical changes the existing Project site and would improve the availability of open space areas in the region. While having improved recreational facilities may make the surrounding residential areas more desirable to some potential residents, the surrounding neighborhoods are built out. Additionally, the Project would not entail the construction of new roads or expanded utility lines in areas that would induce population growth. Impacts would be less than significant. No mitigation measures or further study are required.

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

No Impact. No housing would be displaced, and no replacement housing would be required as a part of this Project. The proposed Project would improve an existing open space area and there is no residential housing associated with the Project. No housing impacts would occur. No mitigation measures or further study are required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As previously noted, the Project would not require the displacement of existing housing and does include residential components. No impact would occur. No mitigation measures or further study are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, 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?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☐	☒

a) Fire protection?

Less Than Significant Impact. The City and County Los Angeles Fire Department currently provides fire protection and emergency medical services to the Project site and the surrounding areas. Following development of the Project, MRCA would also provide supplementary fire protection services within MRCA lands. The proposed Project would open the Project site to the public, which would expand the current use of the site. However, the Project would not result in a level of use at the site that would warrant new or significantly altered fire facilities; therefore, the proposed Project would not significantly increase the need for fire protection services. The provision of water tanks and the ability to use both parking lots as staging areas would improve preparedness. Impacts would be less than significant. No mitigation measures or further study are required.

b) Police protection?

Less Than Significant Impact. The Los Angeles Sheriff's Department (LASD)[101] and Los Angeles Police Department (LAPD) service the Project site and the surrounding areas. Following development of the Project, MRCA sworn peace officers would also provide supplementary law enforcement services, including regular patrolling, site access, and general support services to the Project site. The construction areas would be fenced and the Project site would remain secured during non-work hours. Any increase in police demands would be adequately serviced by the LASD and LAPD; the Project would not require construction of new or expanded police facilities. Impacts would be less than significant. No mitigation measures or further study are required.

[101] Specifically in the neighboring Topanga and Malibu areas (http://www.la-sheriff.org/s2/page_render.aspx?pagename=patrol_main).

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c) Schools?

No Impact. The proposed Project would not have an adverse physical impact on any existing schools. The proposed Project would make physical changes to only the existing open space area. The Project is not designed to increase population and would not induce growth in the community or otherwise increase demand for school services. No impacts to schools would occur. No mitigation measures or further study are required.

d) Parks?

Less Than Significant Impact. The proposed Project would not have an adverse physical impact on any parks or necessitate the construction of new parks. The Project includes improvements to an existing open space area that is currently unavailable to the public. Improvements to the Project site would allow the community to access additional open space areas in the local neighborhood. The proposed Project would not induce growth in the community or otherwise increase the use of or demand for parks. Less than significant impacts to parks would occur. No mitigation measures or further study are required.

e) Other public facilities?

No Impact. The proposed Project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen or senior centers). Physical impacts to public services are usually associated with growth in population, which increase the demand for public services and facilities. The proposed Project would not result in an increase or induce population growth. Therefore, no impacts to other public facilities would occur. No mitigation measures or further study are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

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

Less than Significant Impact. The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. The proposed Project would provide a new public recreational facility. The current site is closed to the public. Therefore, development of the Project would increase the availability of neighborhood, regional open space, and recreational facilities and would not cause physical deterioration of other parks of recreational these facilities in the neighborhood as the demand on other recreational facilities may be reduced as a result of the proposed Project providing alternative recreational areas and facilities. As such, impacts would be less than significant. No mitigation measures or further study are 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?

Less Than Significant Impact. The proposed Project includes improvements to an existing space to allow the community to benefit from public recreational facilities. The environmental effects of the construction and operation of these proposed changes to the existing space are evaluated throughout the Initial Study. As documented in this Initial Study, the proposed Project would not result in a significant adverse effect on the environment and would result in beneficial impact related to recreational facilities. Impacts would be less than significant. No mitigation measures or further study are required.

3. Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION AND CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☐	☒	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

A Traffic Impact Study was prepared for the proposed Project, it is included as Appendix E of this Initial Study. The Traffic Impact Study was completed in accordance with the established traffic engineering techniques which include but are not limited to the guidelines provided by the Institute of Transportation Engineers (ITE).

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

Less Than Significant Impact. Temporary congestion or delays in traffic may occur due to oversized vehicles traveling at lower speeds on streets surrounding the Project site (see Appendix E). Interstate 405, Mulholland Drive (north), and North Sepulveda Boulevard (south) would serve as access and haul routes to the Project site. Such delays would be temporary and intermittently occurring over the course of the brief construction period (i.e. less than one year) duration. Where feasible construction workers would carpool and Project deliveries and site access would by scheduled outside of peak traffic periods (e.g. before 7 AM).

Typical construction hours would end by 6:00 PM (toward the end of the peak PM commute hours). Construction worker traffic would not significantly impact nearby roadways.

Construction vehicles would cause only temporary and intermittent increases in traffic on the immediately surrounding roadways, but it would not contribute to a significant increase in traffic volumes (see Appendix E). The Project would not include offsite improvements.

During operation, the Project is expected to add approximately nine (9) trips during the AM peak hour and 43 trips during the PM peak hour to the adjacent street system. Project impacts at five intersections in the area surrounding the Project, on the CMP network of roadways and on the transit system were analyzed in this study. As indicated in the preceding analyses, the Project would not be expected to significantly impact any of the study intersections, the regional Congestion Management Plan system or the transit system. Key intersections were identified in coordination with the Los Angeles Department of Transportation (LADOT; the agency with jurisdiction over the surrounding streets). LADOT recommended traffic surveys be completed at the intersections that have the highest potential to be impacted by the Project-related traffic. The five study intersections were:

1. Skirball Center Drive & I-405 Freeway Northbound Ramps

2. Sepulveda Boulevard & Skirball Center Drive

3. Sepulveda Boulevard & I-405 Freeway Southbound Ramps

4. Sepulveda Boulevard & Mountaingate Drive

5. I-405 Freeway Southbound Ramps & Sepulveda Boulevard (west of the I-405 bridge over Sepulveda Boulevard)

Mulholland Drive is unsignalized near the Project site, however, the most recent traffic counts collected by LADOT on January 17, 2013,[102] for the nearest intersection to the Project site (Mulholland Drive and Mulholland Place; located roughly 0.35 mile east of the northern Project access off Mulholland Drive) shows a total of 50,788 trips (21,110 trips westbound and 29,678 trips eastbound). The trips generated by the proposed Project (9 AM and 43 PM peak hour trips) would be negligible (a maximum of .002%) of the westbound, eastbound, or total trips collected by LADOT. The Traffic Impact Study evaluates the potential for the Project to adversely impact the existing or future traffic conditions. A significant impact would be anticipated if the Project introduced a significant number of new trips during peak hour as subject to the standard modeling and evaluation protocols. With limited exceptions, recreational land uses generally do not drive major shifts in traffic conditions. As demonstrated by the Traffic Impact Study (Appendix E) and the information provided in this IS/MND, the proposed Project is not one of those exceptions.

Impacts would be less than significant. No mitigation measures or further study are required.

[102] LADOT. 2017. LADOT Traffic Counts Summary. Available at: https://data.lacity.org/A-Livable-and-Sustainable-City/LADOT-Traffic-Counts-Summary/94wu-3ps3

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

Less Than Significant Impact. The County of Los Angeles' Congestion Management program (CMP) requires that the traffic impact of individual development projects of potential regional significance be analyzed.[103] CMP guidelines require that freeway monitoring locations (along the North Sepulveda Boulevard access to Interstate 405) must be examined if the proposed project would add 150 or more trips (in either direction) during either the AM or PM weekday peak hours or 50 or more trips at CMP intersections during the AM or PM weekday peak hour. As previously noted, the proposed Project would be expected to generate an average of nine (9) peak AM and forty-three (43) PM peak trips (see Appendix E).

The traffic-related impacts at the CMP intersections (as well as along the non-CMP intersections like Mulholland Drive). Project traffic impacts were also analyzed for CMP locations in Appendix E. No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. In addition, the Project's transit impacts on the public transit system were analyzed in Appendix E based on existing available transit capacity. No significant transit impacts were identified.

The Project would not directly contribute to increases in traffic at the CMP intersections during AM and PM peak hour traffic. The Project would not alter the traffic patterns in the vicinity of the Project site or cause a substantial increase in traffic volumes as discussed in the previous response. The proposed Project would not meet this threshold for preparing a CMP facility traffic impact assessment. Impacts would be less than significant and no mitigation measures or further study are required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The nearest airport to the Project site is the Van Nuys Airport, approximately 5 miles north of the site.[104] The Project is not within the airport influence area for this airport [105] Project development would not result in a new use that would interfere with air traffic patterns or change traffic locations such that it would result in a safety risk. In addition, the Project would not increase demand for air travel or increase air traffic levels. No impact would occur. No mitigation measures or further study are required.

[103] Metropolitan Transportation Authority of Los Angeles County (Metro). 2010, October 28. 2010 Congestion Management Program. http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf.

[105] Los Angeles County Department of Public Works. 2017, March 17. Los Angeles County Airports. http://dpw.lacounty.gov/avi/airports/map.aspx?extent=-13163703.149727825,4013268.8423409513,-13161868.661048933,4014797.5829066955.

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

Less Than Significant Impact. During construction of the Project, construction equipment, trucks, and workers would drive to and from the staging areas (via Mulholland Drive and North Sepulveda Boulevard). The construction contractor may be required by the Los Angeles Department of Transportation (LADOT), to prepare a construction transportation management plan that depicts or outlines the haul routes, hours of operation, protective devices, warning signs, and access to the Project site.[106] Most construction would occur onsite, however access to the site is constrained by Mulholland Drive and North Sepulveda Boulevard, which are both under the jurisdiction of the LADOT and are not designed for heavy truck traffic. Development of a construction transportation management plan would address potential construction hazards through the use of signage, flaggers, and other methods to control traffic offsite.

The proposed Project includes development of a new parking lot, and improvements to an existing lot both onsite. Neither of the parking lot driveways would create substantial hazards; the new northern parking lot would be accessible off Mulholland Drive (immediately south of an existing offsite parking area that is off Mulholland Drive) and the existing southern lot is accessible (and would remain accessible) via North Sepulveda Boulevard (heading south). While the Project would not require (and does not include the development of) offsite improvements, the LADOT (as the agency with jurisdiction over North Sepulveda Boulevard), may choose to install signage off North Sepulveda Boulevard (for north-bound traffic) to restrict left turns for northbound traffic off North Sepulveda Boulevard, if it is ever determined that such signage is warranted.

The proposed Project would not alter the use of the Project site and no new incompatible uses would be introduced. The streets in the school vicinity have sidewalks, and the signalized intersections are equipped with painted crosswalks, pedestrian signals, and pedestrian push buttons to activate the signals. No operational impacts would occur. Overall Project impacts would be less than significant. No mitigation measures or further study are required.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would not result in inadequate emergency access. The access and circulation features at the site would continue to accommodate emergency ingress and egress by MRCA staff including sworn peace officers, fire trucks, police units, and ambulance/paramedic vehicles. In addition, improvements associated with the Project would enable better access to the site by emergency vehicles and personnel. All access features are subject to and must satisfy Los Angeles County Fire Department design requirements. Therefore, there would be no adverse emergency access impacts. No mitigation measures or further study are required.

[106] Consistent with the Manual on Uniform Traffic Control Devices for Streets and Highways. Available at: http://mutcd.fhwa.dot.gov/

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f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. The proposed Project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The Project is designed to improve an existing open space area and open it to the public for park and recreational uses. The Project would incorporate bike racks into the design, it would also improve the existing site and walking/hiking trails to support and encourage non-vehicular use (such as non-motorized bicycles).

Following construction, the Project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities because no changes would occur to bus loading/unloading zones, sidewalks along the streets in the Project vicinity, pedestrian crosswalks and signals in the Project vicinity, or public transit. The proposed Project would not, therefore, conflict with policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, and the Project would not decrease the performance or safety of such facilities. Impacts would be less than significant and no mitigation measures or further study are required.

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

a) Cause a substantial adverse change in the significance of a tribal cultural resource 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. Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in PRC Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources.[107]

As part of the CEQA research process, MRCA contacted the Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File (SLF). The NAHC responded to the request with a letter dated August 6, 2018. The NAHC provided a list of 16 tribes with traditional lands or cultural places located within the County of Los Angeles. MRCA submitted Notices of Intent to Adopt the IS/MND for the Project to Native American tribes identified by the NAHC.[108] No specific tribal cultural resources have been identified at the site and the Project site is unlikely to yield sensitive resources during construction as ground disturbance would be minimal and as a former landfill area, the site was covered with at least 3 feet of fill that is unlikely to yield buried resources (see Section V. Cultural Resources). Therefore, no impacts to listed tribal cultural resources would occur. No mitigation measures or further study are required.

[107] California Natural Resources Agency. AB 52 Regulatory Update. http://resources.ca.gov/ceqa/.
[108] Correspondence was sent to the NAHC in June 2018. Letters to the Native American tribes and Tribal Representatives were mailed during the public review for the Project.

b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant pursuant to criteria in Public Resources Code Section 5024.1(c).

No Impact. The Project would entail minor ground-disturbance in limited areas that have been previously disturbed by landfill activities. As a former landfill, the site contains layers of fill soils that were provided to mitigate the previous uses at the site. As previously noted, and as discussed in detail in Section V. Cultural Resource, and as documents previous studies and surveys of the immediately surrounding areas, these fill soils are unlikely to yield buried resources due to their source.[109] As noted in the previous response, correspondence was sent to the NAHC to obtain the appropriate contacts. NOIs were subsequently mailed to the Native American tribes and Tribal representatives during the public review for the Project. As a considerably disturbed site and former landfill, there is no substantial evidence that tribal cultural resources would be encountered on the site. Therefore, the proposed Project would not be expected to result in an impact related to tribal cultural resources. No mitigation measures or further study are required.

[109] City of Los Angeles. 2003. Mountaingate (Los Angeles City EIR 99-3251-SUB). Available at: https://planning.lacity.org

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The proposed Project would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The Los Angeles RWQCB sets waste discharge requirements for discharges to municipal storm drains that would apply to the operation phase of the Project; construction impacts to stormwater are regulated by the State Water Resources Control Board and are discussed above in Section IX., Hydrology and Water Quality. The Project would entail improvements to the existing wastewater discharge systems on the site. Impacts related to RWQCB requirements would be less than significant. No mitigation measures or further study are required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Water during construction and operation of the Project would be supplied via off site sources (such as water trucks) as wells as through the existing connection on the site. The proposed Project would include the installation of new restroom facilities and a new ranger residence. These

facilities would connect to the existing facilities onsite and would not increase the demand or need for wastewater generation in the project region. As such, development of the proposed Project would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant. No mitigation measures or further study are required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Project development would include LID and improvements that are designed for the continued maintenance and preservation of the site. The Project would include an improved seep collection and disposal system and condensate line and the Project would be completed to ensure that stormwater runoff from the Project site is minimized or avoided to the extent feasible (see Section IX. Hydrology and Water Quality). These facilities along with the existing environmental controls would continue to be maintained by the Sanitation Districts during operation of the Project. The existing storm water drainage connection at the site would continue to serve the Project site following construction. No new or expanded facilities would be required. Therefore, the onsite drainage system would not cause a significant impact on the environment. Impacts would be less than significant and no mitigation measures or further study are required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. Water may be used onsite during construction for dust suppression and similar activities. This water would be provided by water trucks and supplied through the construction contractors through existing and available water sources. During operation, water use may be required for landscaping, irrigation, cleaning, and for use at the restroom and maintenance/sanitation facilities. Water use would be minimal and would be limited to targeted locations. The small amount of water that would be used for the Project construction and operation would not result in the need for new or expanded water entitlements. Installation of native landscape and irrigation improvements would be designed for water conservation. Development of the proposed Project would not require construction of new or expanded water supplies. Impacts would be less than significant and no mitigation measures or further study are required.

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

Less Than Significant Impact. Project development would not impact wastewater treatment capacity, as substantiated in the responses to (a) and (b) in this Section. Impacts would be less than significant and no mitigation measures or further study are required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact With Mitigation Incorporated. There are currently three disposal landfills (Frank R. Bowerman Sanitary Landfill, Olinda Alpha Sanitary Landfill, and Prima Deshecha Sanitary Landfill) that serve the general Project area and are able to accommodate waste generated by the Project. Construction and demolition waste facilities near the Project site would accommodate the Project's limited waste during construction and operation of the proposed Project.[110]

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2013 CALGreen Building Standards Code (Title 24, CCR, Part 111, Section 5.408.1.1) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. While the Project would not be expected to exceed the capacity of any available landfill site, MM-UTL-1 is designed to ensure that the CALGreen Building Standards Code is met during construction of the Project.

MM-UTL-1: Consistent with Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2013 CALGreen Building Standards Code (Title 24, CCR, Part 111, Section 5.408.1.1), MRCA shall require the construction contractor to recycle and/or salvage for reuse at least 65 percent of the nonhazardous construction and demolition waste during the construction activities, if feasible. This condition shall be included in the contract requirements for the construction contractor.

Construction of the proposed Project would adhere to these established standards. Additionally, the proposed Project would not introduce a substantial population that would contribute to significant solid waste generation at the Project site. Therefore, construction and operation waste would be accommodated by the existing landfill capacities. Impacts would be less than significant and the incorporation of MM-UTL-1 would further limit impacts. No further study are required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The Project would comply with federal, State, and local statutes and regulations related to solid waste. Operation of the proposed Project would generate minimal quantities of solid waste compared to existing conditions, and would require disposal within a landfill. The proposed Project would comply with the recycling requirement in AB 341, the California Integrated Waste Management Act of 1989 that requires source reduction and recycling to divert solid waste from landfill disposal. Compliance with all applicable regulations related to reducing solid waste would ensure the proper handling and disposal of solid waste associated with the proposed Project. Impacts would be less than significant. No mitigation measures or further study are required.

[110] CalRecycle.2018. Available at: http://www.calrecycle.ca.gov/FacIT/Facility/Search.aspx#LIST

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts, which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

Less Than Significant Impact with Mitigation Incorporated. As discussed in Sections I. Aesthetics and IV. Biological Resources, the Project would neither degrade the quality of the environment nor substantially impact any habitat or wildlife species. The Project would remove and replace some portable buildings and would include minor grading and limited construction activities that would not substantially alter the aesthetics, flora or fauna at the site or in the surrounding neighborhood. As outlined in Section IV. Biological Resources, the limited site improvements would not impact the habitat, plant, or animal community or any range of a rare or endangered plant or animal. Compliance with MM-BIO-1, would further avoid potential construction related impacts to nesting birds.

As discussed in Section V, Cultural Resources, impacts related to archaeological and paleontological resources and human remains would be less than significant. The Project would entail negligible ground disturbance and standard compliance with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would avoid or limited potential construction related unanticipated discoveries.

Impacts to wildlife species would be less than significant with the incorporation of MM-BIO-1, to avoid potential impacts to nesting birds. No further study 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. Cumulative projects were considered in the cumulative analysis for the Project. Table 12 provides a list of the cumulative projects located within the vicinity of the Project site. Generally, these projects are located within are located within a 1- to 2.75-mile radius of the Project site.[111] As discussed in the analyses provided in this Initial Study (particularly in the air quality, GHG, noise, and transportation and traffic sections), the Project's temporary construction activities would occur primarily within the boundaries of the Project site and would be limited in size and scope. Operation of the Project would also be considerably limited in size and scope and would not result in impacts that may be cumulatively considerable. Table The Project would not entail cumulatively considerable impacts when reviewed individually or in connection with the projects.

Table 12 Cumulative Project List

Project	Address	Summary
Mirman School Enrollment Increase	16180 Mulholland Drive	An increase of student enrollment from 330 to 530 students
Curtis School Master Plan	16221 Mulholland Drive	Construction of 7 new buildings & additions to 4 existing buildings for a 59,930 SF net increase out of a total 126,040 SF total campus buildout. Increase of 50 additional faculty & staff over the currently 68 members permitted for a total faculty/staff of 118 (no student enrollment increase)
Stephen Wise Middle School	16100 Mulholland Drive	Relocation of middle school
Leo Baeck Temple Expansion	1300 N Sepulveda Boulevard	Expansion of an existing synagogue, religions school facilities, and daycare
Mount Saint Mary's University	12001 W Chalon Road	Construction a wellness center
Mixed-Use	16206 Ventura Boulevard	Development of a 12,880 SF mixed-use project
California United Bank	15821 Ventura Boulevard	Removal and replacement of an existing bank with a new bank
Valley Beth Shalom Preschool	15739 Ventura Boulevard	An increase in student enrollment from 820 to 1079 students

[111] The traffic evaluation considered projects located up to 2.75 miles for potential impacts.

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Table 12 Cumulative Project List

Project	Address	Summary
Convenience Store	15445 Ventura Boulevard	Construction of a 2,770 SF convenience store
Berggruen Institute	Immediately east of the Mountaingate community	Development of a "think tank" campus with gardens, conference rooms, dining facilities, bungalows and a private residence on a 450 acre site

Based on the preceding discussion, the proposed Project is not anticipated to result in significant adverse operational impacts that could contribute to a cumulatively considerable impact. Impacts would be less than significant and no mitigation measures or further study are 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. There were no potentially significant impacts identified in this Initial Study (Sections I. Aesthetics through XVIII. Utilities and Service Systems) for the Project. Based upon these findings, the proposed Project would not result in significant direct or indirect adverse effects on human beings. Impacts would be less than significant and no mitigation measures or further study are required.

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4. Persons and Organizations Consulted

4.1 LEAD AGENCY

Mountains Recreation & Conservation Authority (MRCA)

Paul Edelman, Chief of Natural Resources & Planning

Gabriella Garry, Project Manager

4.2 PARTNER AGENCIES

County of Los Angeles

Maria Chong-Castillo, Deputy for Supervisor Sheila Kuehl

Sanitation Districts of Los Angeles County

Chuck Boehmke, Department Head, Solid Waste Department of Sanitation Districts of Los Angeles County

4.3 CEQA CONSULTANT

IEC Group (IECG)

Eimon Smith, CEQA Project Manager

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-Appendix Placeholder-

A. Air Quality Impact Analysis
B. Biological Technical Report
C. Environmental Data Report
D. Noise Technical Memorandum
E. Traffic Impact Analysis
F. Geotechnical Engineering Report
G. Landfill Gas Management at Mission Canyon Landfill Memorandum