City of Los Angeles

Department of City Planning•Code Studies Division

City Hall • 200 N. Spring Street, Suite 701 • Los Angeles, CA 90012

INITIAL STUDY

Proposed Citywide Municipal Code Amendment: Baseline Mansionization and Baseline Hillside Ordinance

Case Number: ENV-2015-4197-ND

Project Location: The Project Area includes all single-family zoned properties including "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban within the City of Los Angeles.

Council District:

1 – Gilbert Cedillo
2 – Paul Krekorian
3 – Bob Blumenfield
4 – David E. Ryu
5 – Paul Kortez
6 – Nury Martinez
7 – Felipe Fuentes
8 – Marqueece Harris-Dawson
9 – Curren D. Price, Jr.
10 – Herb J. Wesson, Jr.
11 – Mike Bonin
12 – Mitchell Englander
13 – Mitch O'Farrell
14 – Jose Huizar
15 – Joe Buscaino

Project Description: The proposed Project is a Code amendment to the City of Los Angeles Municipal Code (LAMC) 2008 Baseline Mansionization Ordinance (BMO) (No. 179,883) and 2011 Baseline Hillside Ordinance (BHO) (No. 181,624). The proposed Project would modify single-family development standards for properties zoned R1, RA, RE, and RS citywide, but by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The proposed Project would update the existing BMO and BHO provisions relating to the design, size, and bulk of new single-family units, as well as permitted grading (including import/export) quantities for single-family lots in designated "Hillside Areas." Under the proposed Project the following changes would be made to the existing BMO and BHO:

- Establish more stringent R1 development standards than those currently included in the BMO and BHO
- Modify the Residential Floor Area calculations
- Adjust grading provisions (including import/export) for single-family lots located in designated "Hillside Areas."
- Eliminate one bonus[1] in the RA, RE, and RS zones and all bonuses in the R1 Zone that permit additional Residential Floor Area in exchange for including particular building features.

Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in LAMC Section 12.03 are excluded. Further, the BMO/BHO Amendment would accompany the provisions included in LAMC Chapter 1,

1 The proposed Project would eliminate the "Green Building Option" bonus; no changes would be made to the remaining six bonuses.

July 2016

Planning and Zoning Code, as well as any other City ordinance. Where the BMO and BHO Code amendment is silent on a topic the LAMC requirements remain in place.

PREPARED BY:

Impact Sciences, Inc.
28 N. Marengo Avenue
Pasadena, CA 91101

ON BEHALF OF:

City of Los Angeles
Department of City Planning
Code Studies Division

PROPOSED CITYWIDE ZONING CODE AMENDMENT: BASELINE MANSIONIZATION ORDINANCE AND BASELINE HILLSIDE ORDINANCE

INITIAL STUDY

Case No. ENV-2015-4197-ND

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 North Spring Street, Suite 701
Los Angeles, CA 90012-2601

PREPARED BY:
Impact Sciences, Inc.
28 N. Marengo Avenue
Pasadena, CA 91101

JULY 2016

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I. INTRODUCTION

The subject of this Initial Study/Negative Declaration (IS/ND) (i.e., proposed Project) is an amendment to the City of Los Angeles Municipal Code (LAMC) 2008 Baseline Mansionization Ordinance (BMO) (No. 179,883) and 2011 Baseline Hillside Ordinance (BHO) (No. 181,624). The Code amendment modifies and updates the 2008 BMO and 2011 BHO regulations related to the design, size, and bulk of the construction, erection, alteration of, or addition to single-family units within single-family zones. The Code amendment also regulates permitted grading quantities, including import and export of soil, for single-family zoned lots in designated "Hillside Areas."[2] The provisions are proposed as a single ordinance, but would apply to both the BMO and BHO.

The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The regulations would apply to any "project" defined as the construction, erection, alteration of, or addition to single-family units located entirely or partially in the Project Area. The regulations would be triggered by application for a building permit in any single-family zoned lot (RA, RE, RS, R1), and/or grading permit for any single-family zoned lot in a designated "Hillside Area." The grading provision would only apply to the Hillside Areas. The proposed Project would restrict the issuance of a building permit and/or grading permit for a "project" (as defined above) that is not consistent with the provisions of the amended BMO and BHO. The amendments aim to make the construction of and additions to single-family units in single-family zones more compatible in scale and massing to the surrounding units. The amendments also regulate and limit grading of single-family lots in designated "Hillside Areas."

Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in LAMC Section 12.03 are excluded. Further, the new development restrictions imposed by the proposed Project would accompany the provisions included in LAMC Chapter 1; Planning and Zoning Code, as well as any other City ordinance. Where the proposed Project is silent on a topic the LAMC requirements remain in place.

The Project Area includes all lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban citywide.

A full description of the proposed Project is provided in **Section II, Project Description**. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

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2 Grading, as described in this document, refers to cut and fill and import and export of soil on a lot, as defined in LAMC 12.21 paragraph f, subdivision 10, subsection (c)

PROJECT INFORMATION

Project Title:	Proposed Citywide Zoning Code Amendment: Baseline Mansionization Ordinance and Baseline Hillside Ordinance
Project Location:	All lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban, citywide.
Lead Agency:	City of Los Angeles Department of City Planning 200 N. Spring St., Room 750 Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

Introduction: This section provides introductory information such as the Project title, Project location, and the lead agency for the Project.

Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed Appendix G Initial Study Checklist included in the State CEQA Guidelines.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Background

In 2006, the City of Los Angeles Department of City Planning (DCP) began drafting regulations to address the proliferation of development perceived to be out-of-scale with existing single-family zoned neighborhoods and to address extensive grading in single-family zones in the "Hillside Area." Regulations were developed for the flatlands under the Baseline Mansionization Ordinance (BMO) and regulations for designated "Hillside Areas" under the Baseline Hillside Ordinance (BHO). The City Council adopted the BMO in 2008 and the BHO in 2011 as a way to address the concerns of perceived out-of-scale development and extensive hillside grading. The BMO and BHO regulate scale, massing, and grading (in designated "Hillside Areas" only) for projects that involve construction, erection, alteration of, or addition to single-family units within single-family zones.

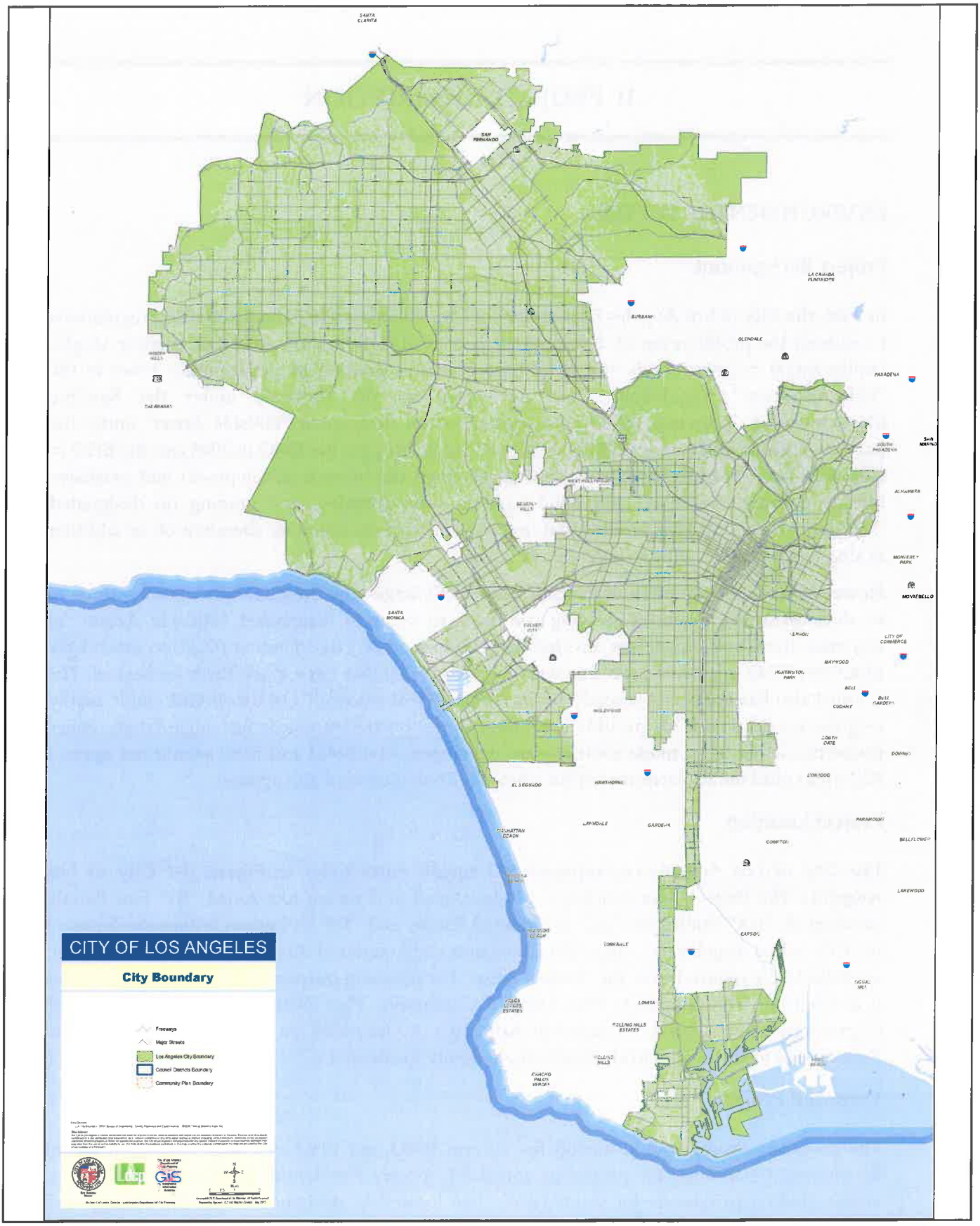
However, since the adoption of the BMO and BHO, large-scale single-family units continue to be developed and extensive grading continues to occur in designated "Hillside Areas." In response, the City Council has directed the Department of City Planning (DCP) to amend the BMO and BHO to correct problems with the ordinances that have made them ineffective. The Council also has approved several Interim Control Ordinances (ICOs) for specific single-family neighborhoods. The ICOs provide temporary development standards for single-family zoned properties while tailor made solutions are developed. The BMO and BHO would not apply to ICO areas until the ICO expires and/or a new R1 Zone is created and applied.

Project Location

The City of Los Angeles encompasses 503 square miles (refer to **Figure II-1 City of Los Angeles**). The Project Area consists of all developed and vacant lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban within the limits of the City of Los Angeles (i.e., citywide). These areas, although not directly adjacent to each other, are collectively referred to as the "Project Area." For planning purposes, the City of Los Angeles is divided into 37 Community Plan Areas. A Community Plan Zoning Map for each of the 37 Community Plan Areas is included in **Appendix A.** As noted on each individual map the Project Area includes all parcels zoned single-family residential.

Proposed Project

The proposed Project would amend the current BMO and BHO to establish more stringent development standards for properties zoned R1, modify Residential Floor Area calculations, adjust grading provisions for single-family lots located in designated "Hillside Areas," and eliminate the "Green Building Option" bonus for properties zoned RA, RE, and RS, and eliminate all bonuses in the R1 Zones that currently permit additional Residential Floor Area in exchange for the inclusion of particular building features.



SOURCE: City of Los Angeles Department of City Planning

FIGURE II-1

City of Los Angeles

IMPACT SCIENCES

1264.001-6/16

In a parallel effort, DCP is creating tailored single-family zones through the re:code LA project (re:code LA) to address the varying characteristics of each single-family neighborhood. Re:code LA is the City's multi-year initiative to comprehensively rewrite the Zoning Code and will include new single-family (R1) zones. The new R1 Zones will include regulations tailored to the needs of individual communities, such as neighborhoods where the predominant character is detached garages, single-story houses, or houses that are larger in scale.

As the new R1 Zones are in the preliminary stages and thus not ready for adoption, the proposed Project would provide an immediate response to the perceived out-of-scale development that continues to occur in single-family neighborhoods. The BMO and BHO would not apply to ICO neighborhoods until the ICO expires and/or a new R1 Zone is created and applied.

Table II-1, Total Square Footage for New Single-Family Additions/New Construction, and Demolition Activities in the Project Area from 2005 to 2015 shows that citywide there has been an increase in development within single-family zoned areas. A total of 57,224,810 square feet in combined additions and new construction has been developed between 2005 and 2015. The data reveals that development continues to occur in single-family zones and demonstrates the need for amendments to the BMO and BHO.[3]

As shown in **Table II-1**, excluding the LAX Community Plan Area, all of the remaining Community Plan Areas have experienced a net increase in square footage of development within the R1, RA, RE, and RS Zones (i.e., total square footage of new development and/or additions), with the Brentwood-Pacific Palisades Community Plan Area receiving the greatest increase in single-family development square footage of 7,083,505 net square feet.

A large portion of single-family development occurring in these neighborhoods is in the form of additions to existing single-family units as well as new construction. Outside of areas with prescriptive development standards through ICOs, this new development is largely unregulated and limited to the current BMO/BHO provisions that are perceived to be too permissive. The proposed Project would amend the existing BMO/BHO to create regulations that address the out-of-scale form and size of additions and new construction within the single-family zones.

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3 The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten-year time frame more accurately represents trends.

Table II-1
Total Square Footage for New Single-Family, Additions/New Construction, and Demolition Activities in the Project Area from 2005 to 2015

Community Plan Area	Size (sq mi)	Demolition (sf)	Additions/ New Construction (sf)	Total New (sf)
Arleta-Pacoima	10.53	50,682	1,340,354	1,289,672
Bel Air-Beverly Crest	15.42	896,141	6,012,544	5,116,403
Boyle Heights	6.68	0	19,146	19,146
Brentwood-Pacific Palisades	37.88	1,267,004	8,350,509	7,083,505
Canoga Park-Winnetka-Woodland Hills-West Hills	28.25	179,163	3,147,237	2,968,074
Central City	3.02	0	28.523	28,523
Central City North	2.57	0	3,824	3,824
Chatsworth-Porter Ranch	25.7	32,415	2,649,027	2,616,612
Encino-Tarzana	20.52	762,586	4,659,236	3,896,650
Granada Hills-Knollwood	18.07	13,271	1,116,485	1,103,214
Harbor Gateway	5.0	2,030	261,380	259,350
Hollywood	25	562,882	3,654,734	3,091,852
LAX	0.002	40,758	0	(40,758)
Mission Hills-Panorama City-North Hills	11.69	63,476	1,074,657	1,011,181
North Hollywood-Valley Village	10.64	150,926	1,472,108	1,321,182
Northeast Los Angeles	24.2	67,651	2,538,097	2,470,446
Northridge	10.13	32,714	796,080	763,366
Palms-Mar Vista-Del Rey	9.02	236,852	2,106,106	1,869,254
Port of Los Angeles[1]	6.54	498	20,909	20,411
Reseda-West Van Nuys	12.08	65,583	1,458,534	1,392,951
San Pedro	11.4	29,545	581,614	552,069
Sherman Oaks- Studio City-Toluca Lake-Cahuenga Pass	13.59	1,176,786	5,401,653	4,224,867
Silver Lake-Echo Park-Elysian Valley	7.26	27,605	376,194	348,589
South Los Angeles	15.41	82,401	1,435,926	1,353,525
Southeast Los Angeles	15.73	47,607	490,025	442,418
Sun Valley-La Tuna Canyon	21.93	59470	1152436	1,092,966
Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon	20.09	143,431	1,929,715	1,786,284
Sylmar	12.84	21,178	1,033,216	1,012,038
Van Nuys-North Sherman Oaks	12.89	80,829	2,016,766	1,935,937
Venice	3.21	124,704	831,963	707,259
West Adams-Baldwin Hills-Leimert	13.61	13,645	795,758	782,113
West Los Angeles	7.06	705,461	3,133,281	2,427,820
Westchester-Playa del Rey	13.77	148,122	1,371,541	1,223,419
Westlake	3.17	0	1,175	1,175
Westwood	3.89	248,521	980,641	732,120

Community Plan Area	Size (sq mi)	Demolition (sf)	Additions/ New Construction (sf)	Total New (sf)
Wilmington-Harbor City	11.4	7,359	404,923	397,564
Wilshire	13.98	527,790	2,201,252	1673,462
Community Plan Area Unknown	-	5,539	251,866	246,327
Total	-	**7,874,625**	**65,099,435**	**57,224,810**

Source: Impact Sciences, City of Los Angeles Department of City Planning and Department of Building and Safety
City of Los Angeles Department of City Planning, 2016
Notes: Data for each Community Plan Area includes R1, RA, RE, and RS zones.
[1] *There are parcels zoned R1 in the Port of LA Community Plan Area however there are no actual single-family residences in this area. While the data reflects that demolition and development (e.g., construction of new single-family units, and/or addition to existing units) of single-family units has occurred in this Community Plan Area, the zoning (R1) does not correspond to the type of land uses found in the area.*

In addition to new home additions and new construction on previously developed lots, some new development is expected to occur on vacant lots within the Project Area. While the majority of the Project Area is built out, a total of 32,875 vacant lots zoned for single-family use are located in the Project Area. It is important to note that 19,354 of the 32,875 vacant lots are located in designated "Hillside Areas" and are subject to applicable to provisions included in LAMC Section 12.21C(10), as described above. These lots may or may not be developed depending on several factors including location, engineering feasibility, and market conditions.

The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family-zoned properties in the Project Area. While the BMO and BHO were originally drafted as separate documents (e.g., Ordinance No.'s 179,883 and 181,624), the proposed revisions are proposed as a single Code amendment.

The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The regulations would be triggered by application for a building permit in any single-family zoned lot (RA, RE, RS, R1), and/or grading permit for any single-family zoned lot in a designated "Hillside Area." The proposed Project would restrict the issuance of a building permit and/or grading permit for a "project" (defined as the construction , erection, or addition to single-family dwelling units located entirely or partially in the Project Area) that is not consistent with the provisions of the modified BMO and BHO. The amendments aim to make the construction of and additions to single-family units in single-family zones more compatible in scale and massing to the surrounding units. The amendments also regulate and limit grading of single-family lots in designated "Hillside Areas."

Improvements to single-family properties that would not increase an existing single-family unit's Residential Floor Area, as defined in LAMC Section 12.03 are excluded.

The proposed Project would amend the current BMO and BHO to establish more stringent development standards for properties zoned R1, modify Residential Floor Area calculations,

adjust grading provisions for single-family lots located in designated "Hillside Areas," and eliminate the "Green Building Option" bonus for properties zoned RA, RE, and RS, and eliminate all bonuses in the R1 Zones that currently permit additional Residential Floor Area in exchange for the inclusion of particular building features.

Under the existing BHO, cut and fill grading quantities from beneath a proposed structure are not counted towards the maximum grading quantities, which is calculated using a formula and is based on lot size. A Maximum "By-Right" Grading Quantities table indicates the amount of grading allowed by right (without a discretionary approval). Projects that exceed the amount on the "By-Right" table require a Zoning Administrator's Determination in order to utilize the full grading amount calculated using the formula. Under the proposed BMO/BHO Code amendment the area under a structure would no longer be exempt, and therefore would count towards the maximum allowed. The proposed BMO/BHO Code amendment increases the formula and the "By-Right" maximums to adjust for the fact that all soil under a structure would count towards the maximum allowed.

Similarly, as soil located under a structure is currently exempt from counting against the grading maximum, it is also exempt from counting against the import and export limits. In that the proposed BMO/BHO Code amendment would count the soil under a structure against the import/export limits, the proposed BMO/BHO Code amendment would increase the amount of import/export allowed for lots fronting a Standard Hillside Limited Street or larger to an amount equal to the maximum "by-right" grading quantities, as listed on the Maximum "By-Right Grading Quantities" table, and on lots fronting on a Substandard Hillside Limited Street, to an amount equal to 75 percent of the maximum "by-right" grading quantities. A Zoning Administrator's Determination is currently and will be required to exceed the import/export limits.

Table II-2, Proposed BMO/BHO Maximum "By-Right" Grading Quantities includes the existing maximum "by-right" grading quantities for single-family zoned parcels in the Project Area, as well as the proposed maximum grading quantities for specific zones.

Table II-2
Proposed BMO/BHO Maximum "By-Right" Grading Quantities

Zone	Existing Maximum Grading Quantity (cubic yards)	Proposed Maximum Grading Quantity (cubic yard)
R1	1,000	2,000
RS	1,100	2,200
RE	1,200	2,400
RE11	1,400	2,800
RE15	1,600	3,200
RE20	2,000	4,000
RE40	3,300	6,600
RA	1,800	3,600

Source: City of Los Angeles Department of City Planning 2016

As shown in **Table II-2,** to account for the inclusion of the grading quantities beneath a proposed structures, under the proposed BMO/ BHO Code amendment the maximum "by-

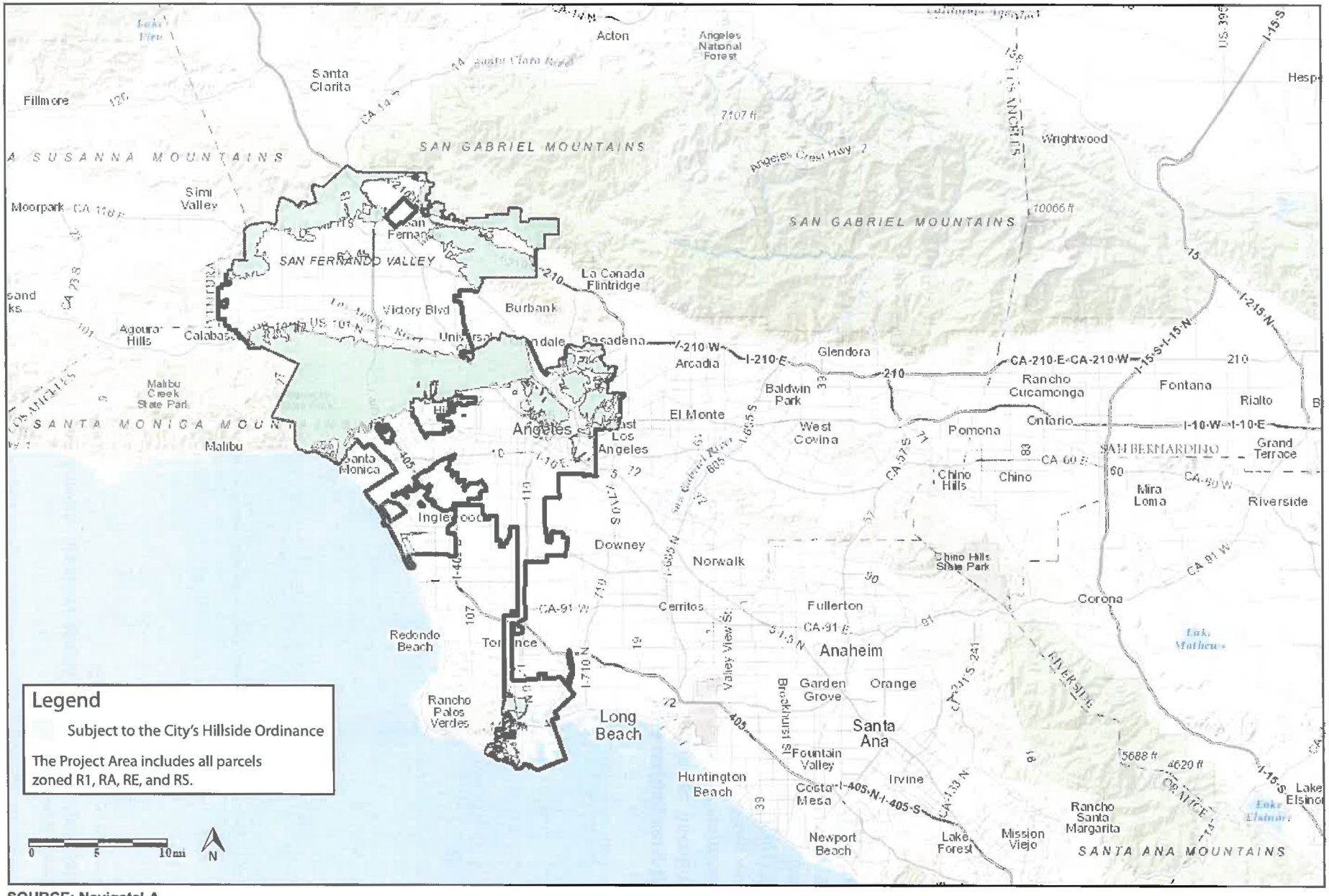
right" permitted grading quantities would double. Although the grading quantities allowed by the formula and the "by-right" table would increase, the total amount of grading that could occur would be limited, whereas such grading activity is currently exempt and therefore unlimited.

The proposed Project would accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the proposed Project is silent on a topic, the LAMC requirements remain in place. A summary of the major provisions of the proposed Project are provided in **Table II-3, Proposed Modifications to the BMO and BHO.** (The draft Code amendment to the BMO and BHO is included in **Appendix B**).

The proposed Project does not apply to the construction, redevelopment, rehabilitation, or renovation of multi-family housing units or any properties not zoned for single-family use, or any properties not within the specified Project Area.[4]

In addition, development that occurs on a designated "Hillside" lot would be subject to the City's "Hillside" Development regulations, including specific requirements regarding setback requirements, maximum Residential Floor Area, verification of existing Residential Floor Area, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10)(l). In addition, as stated in LAMC Section 12.21.C (10)(k), the provisions included in LAMC Section 12.21.C(101) pertaining to maximum RFA, height limits, and grading may be superseded by a Hillside Neighborhood Overlay adopted pursuant to LAMC Section 13.14 (Community Plan Implementation Overlay District). See **Appendix C** for the Single-Family Hillside Area Development Standards (LAMC Section 12.21C(10)). (Refer to **Figure II-1, Portions of the Project Area Subject to the City's Hillside Ordinance**).

4 Multi-family housing units include two-family dwelling units, multiple dwellings, group dwellings, and apartment houses.



SOURCE: NavigateLA

FIGURE II-2

IMPACT SCIENCES

Portions of the Project Area Subject to the City's Hillside Ordinance

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Table II-3
Proposed Modifications to the BMO and BHO

Modifications	Applicable to: R1 Zone	RA Zone	RE Zone	RS Zone	Designated "Hillside Areas"	Not Designated "Hillside Areas"
Eliminates the existing Residential Floor Area exemption for the first 100 square feet of over-in-height (over 14 feet in height) ceilings.	X	X	X	X	X	X
Limits the Residential Floor Area exemption for covered porches, patios, and breezeways to the first 150 (instead of 250) square feet.	X	X	X	X	X	X
Eliminates the Residential Floor Area bonus for "green buildings."		X	X	X	X	X
Eliminates all of the Residential Floor Area bonus options.	X				X	X
Establishes an encroachment plan limit for building height over 20 feet.				X	X	X
Establishes a side wall articulation requirement for walls more than 45 feet in length and 14 feet in height.	X				X	X
Limits the driveway width to 25 percent of the lot width.	X					X
Eliminates the grading exemption for cut and fill underneath a structure, in conjunction with the following:	X	X	X	X	X	
Increases the maximum grading allowed to 1,000 cubic yards plus the numeric value equal to 10 percent of the lot size in the square feet.						
Increases the maximum "by-right" grading quantities as shown in **Table II-2**						
Regulates import and export as a combined quantity, subject to the following "by-right" hauling limits:						
• Standard Hillside Limited Streets or Larger: No more than the maximum "by-right" quantities listed in Table II-2.						
• Substandard Hillside Limited Streets: No more than 75 percent of the maximum "by-right" quantities listed in Table II-2.						
A Zoning Administrator's Determination is required for any grading or hauling above the "by-right" maximums.	X	X	X	X	X	

Source: City of Los Angeles Department of City Planning 2016

INCORPORATION BY REFERENCE

The following documents are referenced throughout the IS/ND and are available at the City of Los Angeles City Clerk Connect website at:

https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=c.search&tab=ORD:

- 2008 Baseline Mansionization Ordinance (BMO) (No. 179,883)
- 2011 Baseline Hillside Ordinance (BHO) (No. 181,624)

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

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**
City of Los Angeles	All

PROJECT TITLE:	**ENVIRONMENTAL CASE NO:**
Proposed Citywide Municipal Code Amendment: Baseline Mansionization and Baseline Hillside Ordinance.	ENV-2015-4197-ND

PROJECT LOCATION: All lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban, within the City of Los Angeles.

PROJECT DESCRIPTION: The proposed Project is a Code amendment to the City of Los Angeles Municipal Code (LAMC) 2008 Baseline Mansionization Ordinance (BMO) (No. 179,883) and 2011 Baseline Hillside Ordinance (BHO) (No. 181,624) that applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project would modify single-family development standards for properties zoned R1, RA, RE, and RS citywide, as well as update the current BMO and BHO provisions relating to the design, size, and bulk of new single-family units, and permitted grading quantities for single-family lots in designated "Hillside Areas" Under the proposed Project the following changes would be made to the existing BMO and BHO:

- Eliminate the existing Residential Floor Area exemption for the first 100 square feet of over-in height (over 14 feet in height) ceilings for all single-family zones.
- Limit the Residential Floor Area exemption for covered porches, patios, & breezeways to the first 150 (instead of 250) square feet for all single-family zones.
- Eliminate the Residential Floor Area bonus for single-family units located in the RA, RE, and RS zones that meet the US Green Building Council's (USGBG) Leadership in Energy and Environmental Design (LEED®) Homes Program at the "Certified" level or higher.
- Eliminate all Residential Floor Area bonus options for single-family units located in the R1 zone.

Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in LAMC Section 12.03 are excluded. Further, the new development restrictions imposed by the proposed Project would accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the BMO and BHO Code amendment is silent on a topic the LAMC requirements remain in place.

The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The regulations would be triggered by application for a building permit in any single-family zoned lot (RA, RE, RS, R1), and/or grading permit for any single-family zoned lot in a designated "Hillside Area."

The proposed Project would restrict the issuance of a building permit and/or grading permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family units located entirely or partially in the Project Area) that is not consistent with the provisions of the modified BMO and BHO. The amendments aim to make the construction of and additions to single-

family units in single-family zones compatible in scale and massing to the surrounding units. The amendments also regulate and limit grading of single-family lots in designated "Hillside Areas." Improvements to single-family properties that would not increase an existing single-family unit's Residential Floor Area, as defined in LAMC Section 12.03 are excluded.

The proposed Project would regulate the development of single-family units in the Project Area to maintain massing, size, height, and setbacks compatible with existing single-family units. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the proposed Project is silent on a topic the LAMC requirements remain in place.

FINDING: The Department of City Planning of the City of Los Angeles finds that the proposed Project WILL NOT have a significant effect on the environment, an ENVIRONMENTAL IMPACT REPORT is NOT required. The INITIAL STUDY/NEGATIVE DECLARATION prepared for this project is attached.

PROPONENT NAME Shannon Ryan	**TITLE** City Planning Associate	**TELEPHONE NUMBER** 213-978-3304
ADDRESS 200 North Spring Street, Suite 701 Code Studies Division Los Angeles, CA 90012	**SIGNATURE (Official)** 	**DATE** July 20, 2016

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

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**	**DATE:**
City of Los Angeles	All	July 20, 2016

RESPONSIBLE AGENCY: Department of City Planning

ENVIRONMENTAL CASE:
ENV-2015-4197-ND

- ☐ DOES have significant changes from previous actions.
- ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
The proposed Project is a Code amendment to the City of Los Angeles Municipal Code (LAMC) 2008 Baseline Mansionization Ordinance (BMO) (No. 179,883) and 2011 Baseline Hillside Ordinance (BHO) (No. 181,624), that would modify single-family development standards for properties zoned R1, RA, RE, and RS citywide.

ENVIRONMENTAL PROJECT DESCRIPTION:
The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The regulations would be triggered by application for a building permit in any single-family zoned lot (RA, RE, RS, R1), and/or grading permit for any single-family zoned lot in a designated "Hillside Area." In addition, the maximum grading quantities permitted under the existing BHO would be amended and increased to include grading quantities beneath any proposed structure (refer to **Table II-2** for maximum "By Right" grading quantities). A Maximum "By-Right" Grading Quantities table indicates the amount of grading allowed by right (without a discretionary approval). Projects that exceed the amount on the "By-Right" table require a Zoning Administrator's Determination in order to utilize the full grading amount calculated using the formula. The proposed BMO/BHO Code amendment increases the formula and the "By-Right" maximums to adjust for the fact that all soil under a structure would count towards the maximum allowed.

The proposed Project would restrict the issuance of a building permit and/or grading permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family units located entirely or partially in the Project Area) that is not consistent with the provisions of the amended BMO and BHO. The amendments aim to make the construction of and additions to single-family units in single-family zones more compatible in scale and massing to the surrounding units. The amendments also regulate and limit grading of single-family lots in designated "Hillside Areas." Improvements to single-family properties that would not increase an existing single-family unit's Residential Floor Area, as defined in LAMC Section 12.03 are excluded.

The proposed Project would regulate the development of single-family units in the Project Area to maintain massing, size, height, and setbacks compatible with existing single-family units. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the proposed Project is silent on a topic the LAMC requirements remain in place.

ENVIRONMENTAL SETTING:

The Project Area consists of single-family zoned properties citywide (refer to **Appendix A**). These areas, although not directly adjacent to each other, are collectively referred to as the Project Area." The proposed Project would apply to all developed and vacant lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban located in the Project Area as described above.

PROJECT LOCATION:

All lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban citywide

COMMUNITY PLAN AREA: Citywide **STATUS:** Not applicable	**AREA PLANNING COMMISSION:** Citywide	**CERTFIED NEIGHBORHOOD COUNCIL:** Citywide
EXISTING ZONING: R1, RA, RE, RS	**LA River Adjacent:** Some portions of the Project Area are adjacent to the Los Angeles River.	
GENERAL PLAN LAND USE: Single-Family Residential		

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	City Planning Associate Title	213-978-3304 Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

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	❑ GREENHOUSE GAS EMISSIONS	❑ POPULATION AND HOUSING
❑ AGRICULTURE AND FOREST RESOURCES	❑ HAZARDS AND HAZARDOUS MATERIALS	❑ PUBLIC SERVICES
❑ AIR QUALITY	❑HYDROLOGY AND WATER QUALITY	❑ RECREATION
❑ BIOLOGICAL RESOURCES	❑ LAND USE AND PLANNING	❑ TRANSPORTATION AND TRAFFIC
❑ CULTURAL RESOURCES	❑ MINERAL RESOURCES	❑ UTILITIES
❑ GEOLOGY AND SOILS	❑ NOISE	❑ MANDATORY FINDINGS OF SIGNIFICANCE

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

PROPONENT NAME:
City of Los Angeles Department of City Planning

PHONE NUMBER:
213-978-3304

APPLICANT ADDRESS:
200 N. Spring St., Suite 701
Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
July 20, 2016

PROPOSAL NAME (If Applicable):
Proposed Citywide Municipal Code Amendment: Baseline Mansionization and Baseline Hillside Ordinances

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	❑	❑	☒	❑
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	❑	❑	☒	❑
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	❑	❑	☒	❑
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	❑	❑	☒	❑
II.	**AGRICULTURE AND FOREST RESOURCES**				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, 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 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	❑	❑	❑	☒
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
III.	**AIR QUALITY**				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT 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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	❑	❑	☒	❑
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	❑	❑	☒	❑
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	❑	❑	☒	❑
IV.	**BIOLOGICAL RESOURCES**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME 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 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?	❑	❑	❑	☒
V.	**CULTURAL RESOURCES**				
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	❑	❑	☒	❑
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 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 FORMAL CEMETERIES?	❑	❑	☒	❑
VI.	**GEOLOGY AND SOILS**				
a.	EXPOSURE OF 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?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	❑	☒
VII.	**GREENHOUSE GAS EMISSIONS**				
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	❑	❑	☒	❑
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	❑	❑	☒	❑
VIII.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	❑	❑	☒	❑
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	❑	❑	☒	❑
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	❑	❑	☒	❑
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	❑	❑	☒	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	❑	❑	❑	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE 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	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				
IX.	**HYDROLOGY AND WATER QUALITY**				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	❑	❑	☒	❑
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE 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 PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	❑	❑	☒	❑
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	❑	❑	☒	❑
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	❑	❑	☒	❑
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	❑	❑	☒	❑
X.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	❑	❑	❑	☒
b.	CONFLICT WITH 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, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	❑	❑	❑	☒
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	❑	❑	❑	☒
XI.	**MINERAL RESOURCES**				
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	❑	❑	❑	☒
XII. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL 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?	❑	❑	❑	☒
XIII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	❑	❑	☒	❑
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
XIV. PUBLIC SERVICES					
a.	FIRE PROTECTION?	❑	❑	☒	❑
b.	POLICE PROTECTION?	❑	❑	☒	❑
c.	SCHOOLS?	❑	❑	☒	❑
d.	PARKS?	❑	❑	☒	❑
e.	OTHER PUBLIC FACILITIES?	❑	❑	☒	❑
XV. RECREATION					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	OR BE ACCELERATED?				
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	❑	❑	☒	❑
XVI. TRANSPORTATION/CIRCULATION					
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?	❑	❑	❑	☒
XVII. UTILITIES					
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	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	DISPOSAL NEEDS?				
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	❑	❑	❑	☒
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF 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 AN INDIVIDUAL 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 CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	❑	❑	☒	❑

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, Geology, etc.). Impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the Project Area, and other reliable reference materials known at the time.

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

The proposed Project as identified in the Project Description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report is not necessary.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the City's EIR Unit, Room 750, City Hall, 200 N Spring Street.

For City information, addresses, and phone numbers: visit the City's EIR Unit, Room 750, City Hall, 200 N Spring Street, or the City's websites at:

http://www.lacity.org; and City Planning and Zoning Information Mapping Automated System (ZIMAS) at http://www.cityplanning.lacity.org/.

Engineering/Infrastructure/Topographic Maps/Parcel Information is available at:

http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

PROPONENT NAME:	TITLE:	TELEPHONE NO:	DATE:
Shannon Ryan	City Planning Associate	213-978-3304	July 20, 2016

IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study/Negative Declaration (IS/ND) contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on Appendix G of the State CEQA Guidelines.

IMPACT ANALYSIS

1. AESTHETICS

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

Less Than Significant Impact. A scenic vista is generally defined as a public view of highly valued visual and scenic resources exhibiting a unique or unusual feature, such as mountains, hillsides, bodies of water and/or urban skylines. A scenic vista may also be a particular distant view that provides visual relief from less attractive nearby features. Designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape. Examples of local scenic views include public views of the Pacific Ocean, the Santa Monica Mountains, and, the downtown Los Angeles skyline.

The Project Area includes all developed and vacant lots zoned R1, RA, RE, and RS citywide. In general these sites are developed with single-family uses. It is expected that development will continue to occur in the Project Area, and that development could include demolition, new construction, and additions to single-family zoned properties. In general, the type of development (single-family units) would not block views or vistas as they would be one or two stories tall. Further, due to the developed nature of these areas, public views of scenic vistas (e.g., the Hollywood Hills) are intermittent and would continue to be so even after adoption of the proposed Project. Many of the views and vistas available to the public can be seen from the main corridors; any new development that occurs pursuant to the proposed Project would occur in the single-family zones and would most likely be screened from view by the existing (higher scale) development along these commercial corridors.

Portions of the Project Area are located in areas where the potential for scenic views does exist (e.g., hillside areas). However, the type and relatively small magnitude of development (e.g., single-family units) permitted under the proposed Project would not result in significant impacts to publicly available views of scenic vistas. In addition, a number of neighborhoods located in the Project Area have adopted Community Design Overlays (CDO). CDOs establish design guidelines and standards, as well as site plan requirements for public and private development projects located within the boundaries of a CDO district.

Site planning minimizes adverse impacts to the existing environment by considering the proper placement and orientation of structures, open space, roadways, etc. on an individual site. Further, the City's Design Review Board evaluates site plans to assure the massing, placement, form, spatial elements, and overall quality of a building's design are consistent with the area's visual character and would not impact public scenic views. In addition, all future development (e.g., new construction, additions, and/or rehab), that occurs on hillside lots designated as "Hillside Areas" would be subject to the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10)(l) in **Appendix C**) as well as the City of Los Angeles Department of Building and Safety (LADBS) authorized hall routes for designated "Hillside Areas."

Development (e.g., additions and/or new construction) of single-family zoned properties that occurs pursuant to the proposed Project would be required to abide by the provisions included in the Code amendment and all applicable regulations included in the applicable Community Plan, Specific Plan, CDO, and the LAMC Chapter 1, Planning and Zoning Code, that address preservation of publicly available scenic vistas.

Therefore, the proposed Project would not block or otherwise impede an existing public view of a scenic vista. Impacts would be less than significant and no further analysis is required.

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 Project Area includes all developed and vacant lots zoned R1, RA, RE, and RS citywide. In general the Project Area is largely developed with single-family neighborhoods. Currently, the only portion of a scenic highway officially designated by the California Department of Transportation (Caltrans) within the City of Los Angeles is a six mile portion of the Pasadena Freeway (also known as the Arroyo Seco Historic Parkway) from milepost 25.7 to 31.9.[5] While portions of roadways located adjacent to the Project Area are Designated Scenic Highways, none of the designated roadways are located in the Project Area (e.g., single-family zoned lots). While development of single-family lots may occur adjacent to an existing scenic highway (i.e., Arroyo Seco Historic Parkway) such development would not be out of scale or character with the surrounding area (as is the purpose of this project). As such, the proposed Project would not damage a scenic resource in a state scenic highway.

Scenic protection provisions are contained in the Community Plans where applicable. In addition, the LAMC contains provisions aimed at protecting views. These include height limits and building setback requirements. Some locally designated scenic highways, including the Mulholland Drive Scenic Parkway, are regulated by specific plan ordinances that contain design provisions intended to protect natural ridge tops, neighborhood visual ambience, public views and other features.[6]

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5 State of California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/ScenicHwys.html, accessed February 23, 2016.

6 City of Los Angeles Conservation Element, p.II-47.

Thus, compliance with existing regulations and implementation of the proposed Project would address concerns over out-of-scale development, massing, bulk, and form of future single-family development with the surrounding single-family units and would not result in significant impacts to surrounding visual resources. Impacts would be less than significant. No further analysis is required.

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

Less Than Significant Impact. The Project Area is developed with single-family units. The visual character of the Project Area generally consists of one- to two-story single-family residences.

As shown in **Table II-1,** a substantial amount of new development including demolition of existing single-family units and additions to existing single-family units, has occurred throughout the Project Area. As some recent single-family construction is considered to be out of scale with surrounding single-family units, the proposed Project includes specific requirements which would remove bonuses previously permitted under the original BMO and BHO. These bonuses (along with other factors) have contributed to out-of-scale development in the single-family neighborhoods. The Project would also establish different R1 development standards (compared to those included in the existing BMO and BHO) in regards to encroachment plane limits for buildings that exceed 20 feet in height and side wall articulation requirements for 45 foot long walls over 14 feet high, and would also result in modification to the Residential Floor Area calculations. The amendments to the BHO would specifically make adjustments to grading provisions for single-family lots located in designated "Hillside Areas".

The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. It is important to note that the Project Area consists only of single-family zoned parcels. The amendments aim to make the construction of and additions to single-family units in single-family zones more compatible in scale and massing to the surrounding units. The amendments also regulate and limit grading of single-family lots in designated "Hillside Areas." Development that occurs on hillside lots designated as "Hillside Areas" would also be subject to applicable provisions included in the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10)(l) in **Appendix C**). Therefore, the proposed Project may result in beneficial environmental effects related to visual character by having more compatible form and design guidelines for single-family residential development (including additions and new construction) in. the Project Area.

Impacts to the Project Area's visual character would be less than significant. No further analysis is 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. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Although vacant lots are located in the Project Area, in general the Project Area is made-up single-family units with high levels of ambient nighttime lighting, including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights.

In general, anticipated development includes additions to and demolition of existing single-family homes and a small amount of new development (in the form of new single-family homes on vacant lots). These uses either are currently producing some light (as in the case of existing homes) or would generally be located in areas that are urbanized and well lit. Further, single-family residential uses would not be expected to emit large amounts of nighttime lighting. Development (e.g., addition to and/or new construction) of single-family zoned parcels that occurs pursuant to the proposed Project would be required to comply with all applicable regulations that address light and glare including LAMC Chapter 9, Article 3, Section 93.0117.[7] Impacts would be less than significant and no further analysis is required.

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7 LAMC Chapter 9, Article 3, Section 93.0117: No exterior light source may cause more than two footcandles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

2. AGRICULTURE AND FOREST 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 Range and Assessment Project and 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?

No Impact. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area is not included in the Important Farmland category.[8] According to the City General Plan, the state geologist has identified several parcels, located in the City, that are categorized as significant farmland.[9] While several parcels in the City are zoned for agricultural use, the proposed Project would only apply to single-family lots zoned R1, RA, RE, and RS and would not apply to sites zoned for agricultural use. Therefore, implementation of the proposed Project would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required.

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

No Impact. As discussed in **Section 2(a)** above, only a small amount of land in the Project Area is zoned for agricultural use. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. No land located within the City boundary is covered by a Williamson Act contract.[10] Therefore, the proposed Project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur and no further analysis is required.

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8 State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County 2014 Important Farmland Map, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed May 31, 2016.

9 City of Los Angeles General Plan, Conservation Element, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed May 31, 2016.

10 The California Land Conservation Act 2014 Status Report, The Williamson Act, March 2015.

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. The Project Area consists of all vacant and developed lots zoned R1, RA, RE, and RS, citywide. The Project Area and the surrounding areas do not contain any forest land or land zoned for timberland production.[11] Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impacts would occur and no further analysis is required.

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

No Impact. See response to **Section 2(c)**, above.

Additionally, 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."[12] 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."[13] A variety of street trees is located throughout the Project Area, along the parkways adjacent to single-family residences and on private property; however such trees are largely ornamental. There is no forest land or timberland in the Project Area or in the project vicinity and future development would not cause a loss of forest land or timberland. As such, no impacts would occur and no further analysis is required.

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

No Impact. See responses to **Sections 2(a)** through **2(d)**, above.

The proposed Project, by itself, does not propose or authorize development and would not authorize or expand any new or existing land uses. For the reasons stated above, development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would not result in the conversion of farmland or forest land to other uses. No impacts would occur and no further analysis is required.

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11 City of Los Angeles General Plan, Conservation Element, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed May 31, 2016.

12 California Public Resources Code Section 12220[g].

13 California Public Resources Code Section 4526.

3. AIR QUALITY

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

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

Less Than Significant Impact. The Project Area is located within the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD has adopted a 2012 AQMP that focuses on achieving clean air standards while accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles.[14] The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020. (The 2016 RTP/SCS, adopted on April 7, 2016 accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040).[15]

The 2012 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Consistency with the assumptions in the AQMP is established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The 2012 AQMP based its assumptions on growth forecasts contained in the SCAG's 2012 RTP/SCS.[16] The 2012 RTP/SCS is based on growth assumptions through 2035 developed by each of the cities and counties in the SCAG region.

The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

As discussed in **Section 13(a), Population and Housing** below, based on the number of vacant lots in the Project Area, an increase in population is expected to occur over the

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14 SCAG adopted the 2016 RTP/SCS on April 7, 2016, however the AQMP has not been updated with the local growth forecasts included in the 2016 RTP/SCS.

15 The SCAQMD has not adopted the 2016 AQMP, therefore, the 2012 AQMP is used for this analysis.

16 South Coast Air Quality Management District, 2012, 2012 Air Quality Management Plan.

lifetime of the proposed Project. However, the City of Los Angeles and SCAG (and as a result the SCAQMD) has accounted for this expected growth within existing plans. Thus, the proposed Project would be considered consistent with the air quality-related regional plans, and would not jeopardize attainment of state and federal ambient air quality standards. The proposed Project would have a less than significant impact. No further analysis is required.

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

Less Than Significant Impact. Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO) volatile organic compounds (VOC), nitrogen dioxide (NO2), sulfur dioxide (SO2), coarse inhalable particulate matter (PM10), fine inhalable particulate matter (PM2.5), and lead (Pb) are primary air pollutants. Of these, CO, SO2, NO2, PM10, and PM2.5 are "criteria air pollutants," which means that ambient air quality standards have been established for them at the federal (National Ambient Air Quality Standards (NAAQS)) and state level (California Ambient Air Quality Standards (CAAQS)). The SoCAB is currently in nonattainment for the one-hour and eight-hour ozone (O_3), PM10, PM2.5, and Pb.[17]

As discussed in **Section 3(a)** above, the proposed Project would be consistent with the air quality regional plans and the region's ability to meet state and federal ambient air quality standards. The following discussion provides a programmatic analysis of the proposed Project's construction and operation air quality impacts.

The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The majority of development anticipated to occur under the proposed Project would be expected to occur on lots currently developed with single-family units, although some new construction is expected. Under the existing BHO, cut and fill grading quantities from beneath a proposed structure are not counted towards the maximum grading quantities, which is calculated using a formula and is based on lot size. A Maximum "By-Right" Grading Quantities table indicates the amount of grading allowed by right (without a discretionary approval). Projects that exceed the amount on the "By-Right" table require a Zoning Administrator's Determination in order to utilize the full grading amount calculated using the formula. Under the proposed BMO/BHO Code amendment the area under a structure would no longer be exempt, and therefore would count towards the maximum allowed. The proposed BMO/BHO Code amendment increases the formula and the "By-Right" maximums to adjust for the fact that all soil under a structure would count towards the maximum allowed.

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17 2016 NAAQS and CAAQS Attainment Status for SCAB, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2, accessed May 4, 2016.

Similarly, as soil located under a structure is currently exempt from counting against the grading maximum, it is also exempt from counting against the import and export limits. In that the proposed BMO/BHO Code amendment would count the soil under a structure against the import/export limits, the proposed BMO/BHO Code amendment would increase the amount of import/export allowed for lots fronting a Standard Hillside Limited Street or larger to an amount equal to the maximum "by-right" grading quantities, as listed on the Maximum "By-Right Grading Quantities" table, and on lots fronting on a Substandard Hillside Limited Street, to an amount equal to 75 percent of the maximum "by-right" grading quantities. A Zoning Administrator's Determination is currently and will be required to exceed the import/export limits.

Development would generate temporary construction-related pollutant emissions that contribute to the concentrations of ozone, PM10, and PM2.5 and could exceed SCAQMD thresholds. The details of future development are not known at this time. It is expected that some lots that are zoned for single-family use and are currently vacant will be developed with single-family uses. [18]

Due to the programmatic nature of the proposed Project, as well as a number of outside variables including but not limited to varying topographies of individual sites, the range of housing sizes, the housing market, and future technologies it is not feasible to determine the air pollutant emissions associated with construction and operation of future development that occurs pursuant to the proposed Project. A qualitative discussion of construction and operation emissions is provided below.

Short-term air pollutant emissions would occur during site preparation and construction activities associated with the proposed Project. Construction activities have the potential to generate fugitive dust, stationary-source emissions, and mobile-source emissions. Construction emissions can vary substantially from day to day, depending on the level of activity, type of machinery in use, and for fugitive dust, the prevailing weather conditions. Future individual projects would be required to implement dust control measures consistent with SCAQMD Rule 403 (Fugitive Dust) during the construction phases of new project development. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the dust generation source:

- Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).

- Replace ground cover in disturbed areas as quickly as possible

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18 The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten year time frame more accurately represents current and past trends.

- Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content.
- Water active grading sites at least twice daily during construction activities.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code/
- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.
- Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the sites each trip.
- Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.

In addition to complying with air quality regulations currently in place, development of single-family zoned parcels in the Project Area would be consistent with the City's General Plan Framework Element, individual Community Plans as well as SCAG's 2016 RTP/SCS. Each of these documents evaluates estimated construction emissions for anticipated growth and development in the City.

As the proposed Project does not include the rezoning of any properties, and all lots are currently included in existing plans construction activities associated with future development would not violate air quality standards and/or contribute to an existing or projected air quality violation. Impacts from construction emissions would be less than significant and no further analysis is required.

Operational emissions would be generated by mobile sources, area sources, and stationary sources as a result of normal day-to-day activity in the Project Area. Mobile source emissions would be generated by motor vehicles traveling to, from, and within the Project Area. Area emissions would be generated by the combustion of natural gas in space and water heating devices, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings (for building maintenance). As discussed above, the Project Area is developed with single-family units. Redevelopment of individual sites would not substantially increase operational emissions, as vehicles are already travelling to and from these sites. In addition, activities that emit area source emissions (e.g., use of natural gas and landscaping equipment) already exist in the current condition and would not substantially increase.

Vacant single-family zoned parcels exist in the Project Area. While development of these vacant lots would result in an increase in operational emissions (i.e., an increase in

vehicle trips), due to a number of unknown variables including the size of each single-family unit as well the actual number of vacant sites that could be developed over the lifetime of the proposed Project, projecting the volume of operational emissions would be speculative at this time. Further, any new development that would occur would likely be more energy efficient than existing residential units due to current Code requirements, thereby further reducing potential emissions. In addition, it is likely that not all individual sites, specifically the lots located in the designated "Hillside Areas" could be developed (e.g., due to the existing topography and geological site conditions). As a result, any increase in operational emissions associated with the Project would be minimal. Thus, impacts from operational activities would be less than significant.

Thus, the proposed Project would comply with all applicable plans, policies, and programs adopted for the purpose of reducing air quality emissions. Impacts would be less than significant and no further analysis is 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 threshold for ozone precursors)?**

Less Than Significant Impact. A significant impact would occur if implementation of the proposed Project resulted in a cumulative net increase in any criteria pollutant above the SCAQMD significance threshold. As described above, the proposed Project does not include any development and no properties would be rezoned (resulting in additional unplanned growth). Due to the programmatic nature of this document, and the number of variables related to development of single-family zones, emissions associated with the proposed Project cannot be accurately estimated. As described above, the proposed Project would not directly result in any development and the single-family zones are currently included in existing plans for the City (i.e., Community Plans, AQMD). Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality. Impacts would be less than significant and no further analysis is required.

d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact. An impact is significant if sensitive receptors (such as children and the elderly) are exposed to substantial pollutant concentrations such as toxic air contaminants (TACs) and CO concentrations. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The land uses located within the vicinity of the Project Area that are sensitive to air pollution include residential uses, schools, churches, and parks.

During construction, sensitive receptors could be exposed to a variety of airborne emissions including those from construction equipment. However, due to the limited scale and the short duration of future construction activities, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Development that occurs pursuant to the proposed Project would not

include any sources of risk to sensitive receptors during operation. The surrounding land uses are primarily residential and commercial, with no substantial sources of toxic air contaminants. Consequently, future development would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

As a result, Project-related impacts to surrounding sensitive receptors would be less than significant. No further analysis is required.

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

Less Than Significant Impact. Potential sources that may emit odors during the construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to individual sites. Development that occurs pursuant to the proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity would be required to comply with SCAQMD Rule 402.[19] A less than significant impact relative to an odor nuisance would occur during construction activities associated with future development.

According to the SCAQMD *California Environmental Quality Act (CEQA) Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[20] The proposed Project, by itself, would not authorize or propose any development. Further, development that occurs pursuant to the proposed Project would include single-family units and not any of the odor-producing uses listed above; odors associated with project operation would be limited to on-site waste generation and disposal. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations, and be emptied on a regular basis. Therefore, the implementations of the proposed Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required.

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19 SCAQMD Rule 402 states the following "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

20 South Coast Air Quality Management District, CEQA Air Quality Handbook; http://www.aqmd.gov/ceqa/hdbk.html, December 11, 2015.

4. BIOLOGICAL RESOURCES

Would the project:

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

No Impact. Habitats are natural and/or artificial environments that support the survival of wild animals and native plants. Five habitat types have been identified by the City. These habitat types are summarized below.[21]

Inland

Inland habitats include natural and/or artificial bodies of water, as well as open space that provide refuge for local species and migratory birds. These areas consist of undeveloped lands such as floodplains, mountainous areas, manmade lakes, reservoirs, dams, parks, and other lands with expansive areas of natural and/or landscaped vegetation. Inland habitat areas are located throughout the City and are located adjacent to portions of the Project Area (e.g., local parks, mountain areas, and reservoirs).

Significant Ecological Areas (SEA)

The County of Los Angeles has identified SEAs as areas with high levels of biodiversity that are located throughout the County whose preservation should be encouraged. These areas warrant special management because they contain biotic resources that are considered to be rare, represent relatively undisturbed areas, and can serve as wildlife linkages. There are seven SEAs located within the City; Ballona Wetlands, Griffith Park, Harbor Lake Regional Park, portions of the Santa Monica Mountains, Tujunga Valley/Hansen Dam, portions of the Palos Verdes Peninsula and Coastline, and Terminal Island (Pier 400).[22],[23]

Wildlife Corridors

Wildlife corridors are land segments that connect two or more large habitat areas and provide a habitat for movement of animals between those areas. They encourage protection and health of animal populations by enabling access to food and broader animal interchange for healthy species. Currently, there are no established wildlife corridors within the City. In April 2016, City Council took steps toward establishing a wildlife corridor in the eastern Santa Monica Mountains and has tasked City Staff with

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21 City of Los Angeles General Plan, Conservation Element, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed May 31, 2016.

22 County of Los Angeles, SEAs and Coastal Resources Areas Policy Map, http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf, accessed May 31, 2016.

23 The County of Los Angeles has no land use jurisdiction within the city, thus the city is not obligated to recognize the County designated SEAs. The city has chosen to recognize the County designated SEAs in the city Conservation Element.

writing new regulations to restrict grading and building permits in the area until further specifications are decided upon for the wildlife crossing.[24]

Ocean

The Pacific Ocean bounds portions of the City to the west (Santa Monica Bay) and South (San Pedro Bay). The bays are rich in plant and animal life.

Coastal Wetlands

Wetlands are transitional lands between water and land systems where the water table is usually at or near the surface, or the land is covered by shallow water (e.g., marshes and bogs). Wetlands in the City are associated with springs, streams, rivers (e.g., Tujunga Wash) and lakes, as well as the ocean. The Ballona Wetlands are the only remaining coastal wetlands located within the City.

The Project Area consists of all vacant and developed lots zoned R1, RA, RE, and RS citywide. Single-family neighborhoods are located adjacent to inland habitat areas (e.g., parks, reservoirs, etc.), SEAs (including Griffith Park, Ballona Wetlands, Harbor Lake Regional Park, etc.), coastal wetlands and ocean habitat areas. With the potential exception of native trees protected by LAMC Ordinance No. 177,404, the proposed Project does not propose or authorize any new development in the habitat areas identified above. The proposed Project, by itself, does not propose or authorize development and would not authorize or expand any new or existing land uses. Further, development that occurs pursuant to the proposed Project would only be permitted on single-family zoned parcels. As such, the proposed Project would not directly affect any special status species and would not modify any special status species habitat.

Species expected to occur within the Project Area would be limited to terrestrial species (such as squirrel, opossum, gopher) and birds that are commonly found in, and tolerant of, urban environments. Therefore, the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. No impacts would occur and no further analysis is required.

Any future development proposed on a lot supporting a protected tree would be required to adhere to the native protected tree ordinance requirements that are part of the City's Municipal Code. The Code is specifically designed to reduce any potentially significant impacts to a less than significant level, thus, no further analysis is required.

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?

No Impact. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would only be permitted on

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24 *Los Angeles Times*, "LA seeks to protect 'wildlife corridor' in Santa Monica Mountains," April 22, 2016. http://www.latimes.com/local/lanow/la-me-ln-wildlife-corridor-20160422-story.html, accessed May 31, 2016.

vacant and developed single-family zoned parcels. Thus, the proposed Project would not result in direct impacts to biological resources, including riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service (refer to **Section 4(a)** above), within the Project Area or in the surrounding area. Therefore, no impacts would occur and no further analysis is 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?**

No Impact. See response to **Section 4(b)**, above.

The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would only be permitted on developed and vacant lots zoned for single-family use. The proposed Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur and no further analysis is required.

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

Less Than Significant Impact. No wildlife corridors or native wildlife nursery sites are located in the Project Area. Bodies of water in which fish are present are located in areas surrounding the Project Area (e.g., the Pacific Ocean), however all development that would occur pursuant to the proposed Project would only be permitted on vacant and developed single-family zoned parcels. Thus, impacts to migratory fish or wildlife species would be less than significant.

A number of mature trees are scattered along the parkways and located on private property within the Project Area. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities.

Development that occurs pursuant to the proposed Project would occur on lots zoned for single-family use and would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting

birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis 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 City's Protected Tree Ordinance No. 177,404 (Chapter IV, Article 6 of the Los Angeles Municipal Code), defines protected trees as:

> Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:
>
> *Oak trees including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa),*
>
> *Southern California Black Walnut (Juglans californica* var. *californica),*
>
> *Western Sycamore (Platanus racemosa), and*
>
> *California Bay (Umbellularia californica).*

A number of trees are located along parkways and on private property within the Project Area that meet the requirements of the City's Protected Tree Ordnance and thus are protected trees. Development of single-family zoned parcels that occurs pursuant to the proposed Project would be required to comply with the City's Protected Tree Ordinance. Additionally, in non-hillside areas and in the R1 Zone only, the proposed Project includes limits on the width of driveways at front property lines in order to minimize the need for street tree removal and to promote retention of street trees.

Compliance with the City's Protected Tree Ordinance would ensure that impacts to protected trees would be less than significant and no further analysis is required.

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

No Impact. See response to **Section 4(b)**, above.

The City has not adopted a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans applicable to the proposed Project at this time. Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan. No impacts would occur and no further analysis is required.

5. CULTURAL RESOURCES

Would the project:

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

Less Than Significant Impact. A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[25] Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Under the City's Cultural Heritage Ordinance local buildings and sites that meet the criteria for designation can be declared "Historic-Cultural Monuments." by the City Council after recommendation from the Cultural Heritage Commission. Any person can nominate a building or site for designation and the property owner does not need to give consent. The majority of Historic-Cultural Monuments are single-family houses. Currently, the City has designated over 1,123 Historic-Cultural Monuments.[26] In addition, the City has adopted 30 Historic Preservation Overlay Zones (HPOZs) for various single-family, multi-family, and commercial neighborhoods citywide.[27] **Table 1, City of Los Angeles Adopted HPOZs**, provides a list of the adopted HPOZs, and the applicable Community Plan Area.

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25 California Public Resources Code Section 21084.1

26 Department of City Planning, Office of Historic Resources, City of Los Angeles, Historic-Cultural Monument list as of June 1, 2016.

27 Department of City Planning Office of Historic Preservation, http://preservation.lacity.org/, accessed April 28, 2016.

Table 1
City of Los Angeles Adopted HPOZs

Adopted HPOZ	Community Plan Area
52nd Place Tifal Brothers Tract	Southeast Los Angeles
Adams-Normandie	West Adams-Baldwin Hills-Leimert
Angelino Heights	Silver Lake-Echo Park-Elysian Valley
Balboa Highlands	Granada Hills-Knollwood
Banning Park	Wilmington-Harbor City
Carthay Circle	Wilshire
Country Club Park	Wilshire
Gregory Ain Mar Vista Tract	Palms-Mar Vista-Del Rey
Hancock Park	Wilshire
Harvard Heights	West Adams- Baldwin Hills-Leimert
Highland Park-Garvanza	Northeast Los Angeles
Hollywood Grove	Hollywood
Jefferson Park	West Adams-Baldwin Hills-Leimert
Lafayette Square	West Adams-Baldwin Hills-Leimert
Lincoln Heights	Northeast Los Angeles
Melrose Hill	Hollywood
Miracle Mile North	Wilshire
Pico Union	Westlake
South Carthay	Wilshire
Spaulding Square	Hollywood
Stonehurst	Sun Valley-La TunaCanyon
University Park	West Adams-Baldwin Hills-Leimert
Van Nuys	Van Nuys-North Sherman Oaks
Vinegar Hill	San Pedro
West Adams Terrace	West Adams-Baldwin Hills-Leimert
Western Heights	South Los Angeles
Whitney Heights	Hollywood
Wilshire Park	Wilshire
Windsor Square	Wilshire
Windsor Village	Wilshire

Source: City of Los Angeles, Department of City Planning, June 2016.

The Department of City Planning Office of Historic Resources (OHR) has begun to create a historic resources inventory that consists of buildings, structures, objects, natural features, cultural landscapes, areas, and districts from approximately 1850 to 1980 that are located in the City. The historic resources inventory includes City designated HistoricCultural Monuments, HPOZs, properties and districts in the National Register of Historic Places, identified multi-family historic districts, identified single-family residential historic districts, and National Historic Landmarks. OHR has compiled the data from the completed surveys and made it available to the public on

the SurveyLA and the Historic Places LA websites.[28] Not all data is currently available due to the on-going nature of the survey.

In addition to the 1,123 Historic-Cultural Monuments and 30 HPOZs, there are 302 individual resources and districts on the National Register of Historic Places and 13 National Historic Landmarks located in the City.[29]

The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family zoned parcels in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. In addition, future projects would be subject to all federal, state, and local regulations regarding the protection and preservation of historic resources. Impacts to historic resources and the locally designated Historic-Cultural Monuments would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources which meet the criteria for historical resources, or resources which constitute unique archaeological resources.

The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would occur on lots zoned for single-family development, a majority of which have been previously developed. Further, the amount of grading (if any) required for the permitted type of development (under the proposed Project) would be minimal, as development would generally occur in the form of single-family residences and would not be expected to include features that require large amounts of grading such as large basements or subterranean parking. Further, all lots located in designated "Hillside Areas" would be subject to the grading provisions included in the Project.

Development in single-family zones would continue to be subject to the numerous laws and regulations that require state, and local agencies to consider the effects of a project on potentially buried archaeological resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining compliance measures where potentially significant impacts may occur, such that in the event that

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28 SurveyLA website; http://preservation.lacity.org/survey HistoricPlacesLA website: http://preservation.lacity.org/survey/historic-places-la

29 HistoricPlacesLA, Los Angeles Historic Resources Inventory, Los Angeles Historic Cultural Monument, June 1, 2016.

archaeological resources are uncovered during grading or other construction activities, project applicants must notify the City of Los Angeles Planning Department immediately and work must stop within a 100-foot radius until a qualified archeologist to be approved by the City, has evaluated the find. Construction activity may continue unimpeded on other portions of a project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue. Project applicants shall bear the cost of implementing this measure.

Thus, compliance with regulatory measures would ensure that impacts to archaeological resources would be less than significant. No further analysis is required.

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

Less Than Significant Impact. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

The proposed Project is comprised of all lots located in the Project Area zoned R1, RA, RE, or RS. The vast majority of these lots are developed and, as a result, any earthwork that would occur would be expected to be minimal. In previously undeveloped hillside areas, it is expected that development involving earth movement could occur. The BMO/BHO modifies the maximum grading quantities in hillside areas to include the area beneath a structure in the calculated totals and places a limit on the amount of grading that may occur under a structure and the amount of hauling of soils from under a structure. Even with the proposed limits, it is expected that development will occur in hillside areas that were previously undeveloped. As such, the potential for discovery of previously undiscovered buried resources exists.

All development would be subject to the numerous laws and regulations, cited below that require state, and local agencies to consider the effects of a project on potentially buried paleontological resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining appropriate actions where potentially significant impacts may occur. If paleontological resources are discovered during excavation, grading, or construction, the Department of City Planning shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of a project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Compliance with regulatory measures would ensure that impacts to paleontological resources would be less than significant. No further analysis is required.

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

Less Than Significant Impact. In the event that human remains are uncovered during ground-disturbing activities, regulatory provisions are in place to address the handling of human remains in California Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these Codes, in the event that human remain are discovered, it requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the 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 Public Resources Code. The coroner is required to make a 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 if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these protocols would reduce impacts to a less than significant level. No further analysis is required.

6. 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.

Less Than Significant Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, identify areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. As shown in **Figure 1, Alquist-Priolo Earthquake Fault Zones and Geological Faults in the Project Area,** there are several Alquist-Priolo Fault Zones, as well as Fault Rupture Study Areas located throughout the City.

Future development (e.g., new construction and/or additions) that occurs pursuant to the proposed Project would be subject to all federal, state, and local regulations regarding land use siting and fault rupture, including the national Uniform Building Code, the California Building Code (CBC), the City of Los Angeles Uniform Building Code (UBC) seismic standards, and applicable City ordinances relating to seismic retrofitting and structure evaluation prior to completion of construction. Impacts related to the rupture of a known earthquake fault would be less than significant with conformance to the existing federal, state, and local regulations. No further analysis is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project Area is located within seismically active Southern California and therefore could be subject to moderate and possibly strong ground motion due to earthquakes from one of the several faults (refer to **Figure 1**) that traverses the Project Area.

The proposed applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. All development would be required to comply with all relevant CBC[30] and City of Los Angeles UBC seismic standards,

30 The CBC is published every three years, with supplements published in intervening years. The building regulations and standards have the same force of law, and take effect 180 days after the publication unless otherwise noted. The California Building Standards Commission's mission is to produce sensible and usable state building standards.

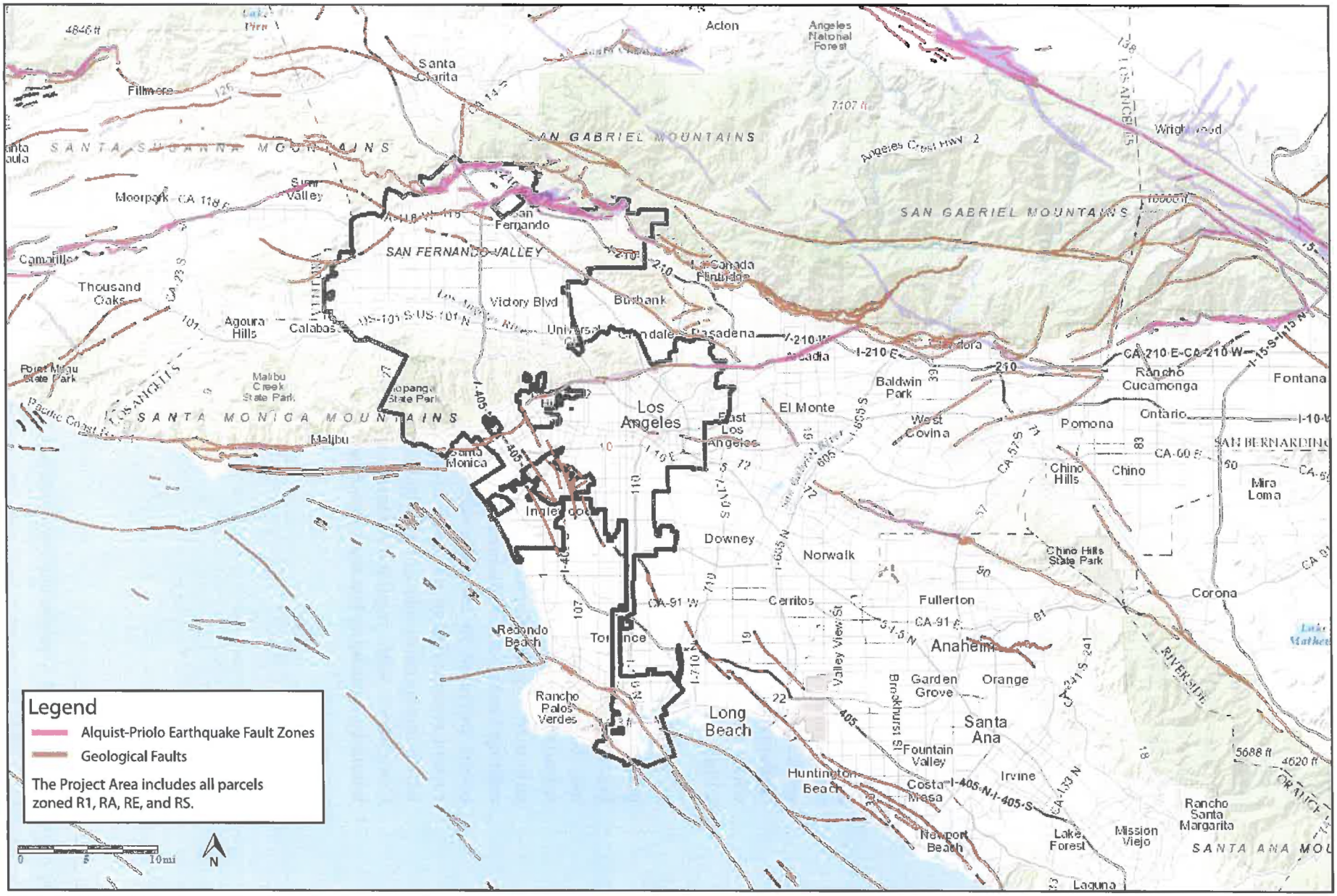
and if necessary the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. In addition, development that occurs on hillside lots designated as "Hillside Areas," in the Project Area, would be subject to the City's "Hillside" Development regulations, including specific requirements regarding setback requirements, maximum Residential Floor Area (RFA), verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10)(l). Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less.

As shown in **Figure 2, Liquefaction and Landslide Zones in the Project Area,** portions of the San Fernando Valley, San Pedro, Northeast Los Angeles, West Los Angeles, and South Los Angeles, are susceptible to liquefaction,[31] and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. The proposed Project by itself does not propose or authorize any development and would not authorize or expand any new or existing land uses. As discussed under **Section 6(a)(i)** above, development that occurs pursuant to the proposed Project would be required to comply with current seismic design provision of the CBC and City's UBC seismic standards, which incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would ensure that potential impacts would be reduced to less than significant levels. No further analysis is required.

31 City of Los Angeles NavigateLA website, http://navigatela.lacity.org/navigatela/, accessed June 9, 2016.



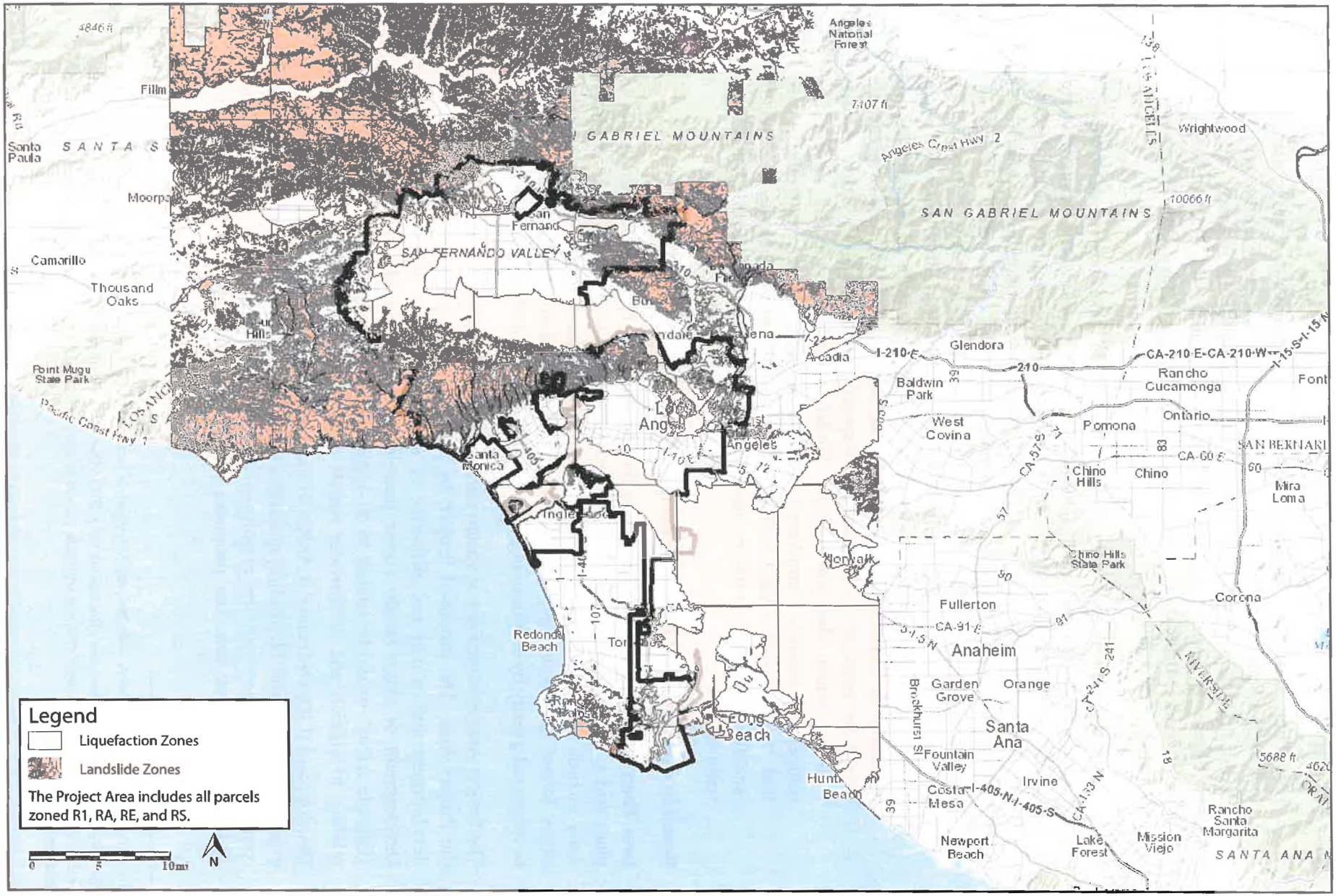
SOURCE: NavigateLA

FIGURE 1

IMPACT SCIENCES

Alquist-Priolo Earthquake Fault Zones and Geological Faults in the Project Area

1264.001-06/16



SOURCE: NavigateLA

FIGURE 2

IMPACT SCIENCES

Liquefaction and Landslides Zones in the Project Area

1264.001-06/16

iv) **Landslides?**

Less Than Significant Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. As shown in **Figure 2,** portions of the San Fernando Valley, the Pacific Palisades, Brentwood, Northeast Los Angeles, and Westchester/Playa Del Rey could be affected by landslides.

A number of the single-family zoned lots located in these areas are susceptible to bedrock landslides and small shallow surface landslides.[32] Development would be required to comply with the all applicable regulations and design standards of the LAMC and the City's "Hillside" Development regulations, which sets specific building requirements beyond the CBC that relate directly to development on hillside lots designated in "Hillside Areas." Further, the proposed Project would place limits on the amount of grading that could occur beneath a structure (where no limits previously existed). In addition, if deemed necessary by Department of Building and Safety, individual project applicants would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for landslide risk and identify appropriate mitigation measures. Compliance with these regulatory measures would ensure that the proposed Project would not create substantial geologic risk due to landslides. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the Project Area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The Project Area is comprised of vacant and developed lots zoned R1, RA, RE, and RS in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development of single-family zoned parcels located on hillside lots designated as "Hillside Areas" would be subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City's Low Impact Development (LID) Ordinance (LAMC Ordinance No. 181,899).[33] In addition, Under the existing BHO, cut and fill grading quantities from beneath a proposed structure are not counted towards the maximum grading quantities, which is calculated using a formula and is based on lot size. The proposed BMO/BHO Code amendment increases the

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32 City of Los Angeles NavigateLA website, http://navigatela.lacity.org/navigatela/, accessed June 9, 2016.

33 The City's LID Ordinance became effective in May 2012. The main purpose of this ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources.

formula and the "By-Right" maximums to adjust for the fact that all soil under a structure would count towards the maximum allowed.
LID is a stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. Thus, the proposed Project would not result in substantial erosion or loss of topsoil. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Refer to **Section 6 a (iii)** and **(iv)**.

As previously discussed, portions of the Project Area are susceptible to small shallow surface landslides (and located in probable bedrock landslide zones) and liquefaction.

Also as described above, future development that occurs pursuant to the proposed Project would be designed and constructed in conformance with the CBC, as well as City's UBC requirements and other laws designed to protect site occupants from risks related to unstable soil. Compliance with existing laws regarding the risk of loss, injury, or death, from lateral spreading, subsidence, liquefaction or collapse would reduce potential impacts to less than significant levels. No further analysis is required.

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

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content and poor drainage. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape found on these soils.

The proposed Project does not propose or authorize development and would not authorize or expand any new or existing land uses. Any development that occurs in the single-family zones would be designed and constructed in conformance with the City's UBC, and would be subject to the requirements of the CBC. Compliance with existing laws, as required by the Department of Building and Safety (including the City's "Hillside" Development regulations would reduce potential impacts to less than significant levels. No further analysis is required.

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

No Impact. The Project Area is currently served by the City of Los Angeles wastewater (sewer) system (refer to **Section 17 (a-b), Utilities and Service Systems**). It is expected that existing development connects to the sewer system and all new development would connect to existing sewers mainlines and service lines, which are located in the surrounding roadways. Thus, future development would not require the use of septic systems. Therefore, no impact would occur and no further analysis is required.

7. 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?

Less Than Significant Impact. GHGs trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO_2, denoted as CO_2e.

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO_2 is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

The Office of Planning and Research's (OPR) recommended amendments to the CEQA Guidelines for GHGs were adopted by the California Natural Resources Agency on December 30, 2009. Analysis of GHG emissions in a CEQA document presents unique challenges to lead agencies. However, such analysis must be consistent with existing CEQA principles and, therefore, the amendments comprise relatively modest changes to various portions of the existing CEQA Guidelines. The amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. Modifications address those issues where analysis of GHG emissions may differ in some respects from more traditional CEQA analysis. Other modifications clarify existing law that may apply both to an analysis of GHG emissions as well as more traditional CEQA analyses.

The following two questions relating to the effects of GHGs were added to the CEQA Guidelines, Appendix G.

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis.[34]

Although GHG emissions can be quantified, CARB, SCAQMD and the City of Los Angeles, have yet to adopt project-level numerical significance thresholds for GHG emissions that would be applicable to the Project. [35]

As indicated above, the CEQA Guidelines were amended in response to Senate Bill 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. [36]To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by

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34 See generally Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009).

35 The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2, accessed March 2, 2015.

36 14 CCR § 15064(h)(3).

the public agency[37]. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[38] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions. [39]

Executive Orders S-3-05 and B-30-15, SB 375, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Ordinance all apply to the proposed Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, in the absence of any adopted, quantitative threshold, the proposed Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions: Executive Orders S-3-05 and B-30-15; Senate Bill (SB 375); SCAG's Sustainable Communities Strategy; and the City of Los Angeles Green Building Ordinance (i.e., **Threshold 7(b)** above).

The proposed Project is a Code amendment that applies specific requirements related to form and massing to single-family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

Nonetheless, it is expected that development will occur in the Project Area over the lifetime of the proposed Project. Such development would result in the generation of GHG emissions. During construction, future development would directly contribute to climate change through its contribution of the GHGs from the exhaust of construction equipment and construction workers' vehicles. The manufacture of construction materials used by future development would indirectly contribute to climate change

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37 14 CCR § 15064(h)(3).

38 14 CCR § 15064(h)(3).

39 See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA..." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO2e/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

(upstream emission source). Upstream emissions are emissions that are generated during the manufacture of products used for construction (e.g., cement, steel, and transport of materials to the region). The upstream GHG emissions for the proposed Project, which may also include perfluorocarbons and sulfur hexafluoride, are not estimated in this impact analysis because they are not within the control of the City and the lack of data precludes their quantification without speculation.

The primary GHG emissions during construction are CO_2, CH_4, and N_2O. These emissions are the result of fuel combustion by construction equipment and motor vehicles. The other GHGs defined by state law (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and processes and would not be emitted during construction of future development. Because detailed information regarding construction phasing and scheduling is not available for future projects, it would be speculative to project the GHG construction emissions of future projects. As discussed above, future development that occurs pursuant to the proposed Project would be consistent with the adopted plans and regulations in place to reduce GHG emissions. Thus, impacts associated with construction GHG emissions would be less than significant.

Once operational, the individual projects would result in GHG emissions, primarily as a result of fuel combustion from building heating systems and motor vehicles. Direct emissions of CO2 emitted from operation of individual projects include area source emissions and mobile source emissions. As discussed above, a number of variables including the size of each single-family unit, the location (e.g., located on a vacant lot in a designated "Hillside Area" compared to a level vacant lot), and the timing of future individual projects are not know at this time. Thus, it would be speculative to estimate any increase in operational emissions derived from future development that occurs pursuant to the proposed Project. Further, it is unlikely that all vacant lots would be developed at one time and these lots may or be developed depending on several factors including location, engineering feasibility, and market conditions.

A review of each of the vacant lots would be necessary to determine if such lots are "buildable." As such, any number chosen (i.e., 10 percent or 90 percent) to represent the number of lots that will be developed would be arbitrary. Some of the lots are located in urbanized areas which may result in fewer emissions compared to lots in designated "Hillside Areas" (based on a reduced need for vehicle trips). Further, assuming all of the lots are developed to present a "worst-case" would not accurately describe the proposed Project.

In addition, new homes would be constructed to the latest standards (i.e., Title 24, Los Angeles Green Building Ordinance) and would likely operate with more energy efficiency. Likewise, additions to homes that may add square footage may upgrade HVAC systems to be more efficient. Some of the new construction could occur in areas with transit which would reduce trips. As the proposed Project would ensure the additions and new construction would not be substantially larger than the existing homes, any increase in energy use for heating/cooling would be minimal.

Therefore, it is assumed that there would be some operational increase in GHG emissions due to new development, but that any increase in GHG emissions associated with operation of the project would be minimal.

Greenhouse gas emissions are addressed at the federal, state, and local level through a number of plans, policies, and regulations.

At the federal level, in 2007, the US Supreme Court ruled in *Massachusetts v. Environmental Protection Agency* (127 S. Ct. 1436) that greenhouses gases are pollutants under the federal Clean Air Act, and therefore, the US Environmental Protection Agency has the responsibility to regulate greenhouse gases.

In response to concern regarding GHGs and global climate change, the state passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of 2006. AB 32 (Health and Safety Code Section 38500 et. seq) mandated a reduction in the state's GHG levels. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. The SCAQMD adopted the GHG significance thresholds specifically to meet AB 32 requirements within its jurisdiction, and so plans and projects that meet those thresholds can be assumed to meet the requirements of AB 32. In addition, Senate Bill 375 (SB375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities strategy that reduce vehicle miles travelled. In accordance with SB375, SCAG prepared and adopted the 2016 RTP/SCS with the primary goal of enhancing sustainability by increasing mobility through various public transit options, increasing the number and variety of housing options to meet the demands of the growing population, creating more compact communities while decreasing urban sprawl, and ensuring people are able to live closer to work, school, and recreation uses. Additionally, the 2016 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS. Development that occurs pursuant to the proposed Project would be consistent with the following land use policies included in the 2016 RTP/SCS:[40]

- Develop "Complete Communities"
- Continue to protect stable, existing single-family areas
- Incorporate local input and feedback on future growth

Pursuant to the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC), the City adopted a Climate Action Plan (CAP) in 2007 with the goal of reducing the City's GHG emissions to 35 percent below the 1990 levels by the year 2030. The CAP details steps for City departments and agencies to reduce GHG emissions and create a more sustainable environment.[41] The proposed Project would not prohibit the implementation of City policies and objectives included in the City's CAP.

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40 SCAG 2016 RTP/SCS, p. 75.

41 City of Los Angeles 2007 Climate Action Plan, http://environmentla.org/pdf/greenla_cap_2007.pdf, accessed May 4, 2016.

As of January 3, 2014, the City of Los Angeles implemented Ordinance No. 182,849 as the most recent update to the Los Angeles Green Building Code. The Los Angeles Green Building Code is based on the 2013 California Green Building Standards Code and is commonly known as *CAL*Green that was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over $200,000 (residential and non-residential)

Specific measures to be incorporated into future development to the extent feasible could include, but are not limited to:

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Installation of a "cool roof" that reflects the sun's heat and reduces urban heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed-concrete sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible;
- Use of locally (within 500 miles) manufactured construction materials, where possible;
- Central tracking of waste compactor loads, ensuring that compactors are full thereby reducing trips to landfills;
- Enhanced refrigerant management;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- 15 percent of the roof area set aside for future solar panels;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;

- Use of indigenous and/or water-appropriate plants in landscaping; and
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to stormdrain systems.
- Provision of electric vehicle charging stations in the parking structure; 5% of total spaces will be designated for low emitting, fuel efficient and carpool/van pool vehicles.

Development (e.g., additions and new construction) that occurs pursuant to the proposed Project would be subject to the measures included in the Los Angeles Green Building Code. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that development that occurs pursuant to the proposed Project's GHG emissions would actually cause a measurable increase in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions associated with future development would not likely cause a direct physical change in the environment. Consistency with GHG reduction strategies is an important priority, and reasonable reduction efforts should be taken. As shown in **Table 2, Consistency with Applicable Greenhouse Gas Reduction Strategies,** future development would be consistent with GHG reduction measures from other applicable plans.

Table 2
Consistency with Applicable Greenhouse Gas Reduction Strategies

Source	Category/Description	Consistency Analysis
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from 2012 through 2016. Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020	**Consistent.** The proposed Project would not conflict with implementation of the vehicle emissions standards.
SB 1368	Establishes an emissions performance standard for power plants within the State of California.	**Consistent.** The proposed Project would not conflict with implementation of the emissions standards for power plants.
Low Carbon Fuel Standard	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels.	**Consistent.** The proposed Project would not conflict with implementation of the transportation fuel standards.
California Green Building Code Standards Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	**Consistent.** The Project would comply with the Title 24 Building Standards Code as required by the City's Green Building Code (Ordinance No. 181,480).
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	**Consistent.** The proposed Project would not conflict with implementation of designated public parking spaces for carpool or alternative fuel vehicles.

Source	Category/Description	Consistency Analysis
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	**Consistent.** The proposed Project would not conflict with installation of short-term and long-term bicycle parking when required by the City.
	Stormwater Pollution Prevention Plan (SWPPP) required.	**Consistent.** A majority of the development that occurs pursuant to the proposed Project would not disturb one acre of land (SWPPP requirement). Individual projects that disturb one acre or more would be required to adopt a SWPPP. The proposed Project would comply with the Los Angeles Green Building Code (LAGBC) that requires future development that disturb less than one acre of land and is not part of a larger common plan of development which in total disturbs one acre or more, to manage storm water drainage during construction by implementing one or more of the following measures (LAGBC, Article 9, Division 4, 99.04.106.2): • Retention basins of sufficient size shall be utilized to retain storm water on the site; • Where stormwater is conveyed to a public drainage system, collection point, gutter, or similar disposal method, water shall be filtered by use of a barrier system, wattle or other method approved by the City • Compliance with the City's stormwater management ordinance.
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	**Consistent.** Development that occurs pursuant to the proposed Project would meet this requirement as part of its compliance with the LAGBC requirements.
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	**Consistent.** Development that occurs pursuant to the proposed Project would meet this requirement as part of its compliance with the LAGBC requirements (Article 9, Division 4, 99.04.304.1.1)
	Requires a minimum of 50% recycle or reuse of non-hazardous construction and demolition debris.	**Consistent.** Development that occurs pursuant to the proposed Project would exceed this requirement and recycle or reuse 65 percent of non-hazardous construction and demolition debris.
Climate Action Team	Achieve California's 50 percent waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.	**Consistent.** Development that occurs pursuant to the proposed Project would exceed this requirement as part of its compliance with the City's requirements.
	Plant five million trees in urban areas by 2020 to effect climate change emission reductions.	**Consistent.** The proposed Project would not conflict with the planting of trees in public spaces.

Source	Category/Description	Consistency Analysis
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	**Consistent.** Development that occurs pursuant to the proposed Project would be required to comply with LAGBC Article 9, Division 4, 99.04.303.1, which requires a reduction of the overall water use of potable water within a single-family unit by at least 20%.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new standards are currently in development.	**Consistent.** The proposed Project would comply with the Title 24 Building Standards Code.
	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/ commercial development along transit corridors, and implementing intelligent transportation systems.	**Consistent.** The proposed Project would permit development of single-family units on vacant lots zoned R1, RA, RE, and RS and located in the Project Area. Development that occurs pursuant to the proposed Project would not conflict with strategies that integrate transportation and land-use decisions.
	Reduce energy use in private buildings.	**Consistent.** Development that occurs pursuant to the proposed Project would comply with the Title 24 Building Standards Code.

Source: Impact Sciences, 2016.

Thus, the proposed Project would comply with all applicable plans, policies, and programs adopted for the purpose of reducing GHG emissions. Impacts related to GHG emissions would be less than significant and no further analysis is required.

8. 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?

Less Than Significant Impact. A significant impact would occur if the proposed Project would create a significant hazard though the routine transfer, use, or disposal of hazardous materials. The proposed Project would not specifically result in the transport, use, and disposal of construction-related hazardous materials, as no specific development is proposed. Any development under the proposed Project would occur in conformance with all applicable local, state, and federal regulations governing such activities. For example, all future development would be required to implement standard BMPs set forth by the Regional Water Quality Control Board (RWQCB) which would ensure that waste generated during the construction process is disposed of properly. Therefore, the proposed Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction and impacts would be less than significant.

Operation of future development (e.g., single-family units) would require the use of common hazardous materials for cleaning purposes, landscaping, and routine maintenance. Examples of such materials could include cleaning solvents, fertilizers, pesticides, and herbicides for landscaping, and painting supplies. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported, stored, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Compliance with existing local, state, and federal regulations would ensure the transport, storage, and disposal of these materials would not pose a significant hazard to the public or the environment. Impacts related to this issue would be less than significant. No further analysis is required.

b) Create 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. Refer to **Section 8 (a)**, above.

A majority of the existing single-family units located in the Project Area were built prior to 1978 and may contain lead-based paint (LBP) and/or asbestos containing materials (ACMs). If not properly abated, the demolition of these structures could accidently release hazardous materials, and as such, could create a public health risk. Development of single-family zoned parcels that occurs pursuant to the proposed Project would be required to comply with the SCAQMD Rule 1403 which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and renovation activities. California Code of Regulations (CCR) Title 8, Section 1532 et seq. requires that all LBPs be abated and removed by a licensed lead contractor. Further, as stated above, development that occurs within the Project Area would be required to

comply with existing local, state, and federal regulations to mitigate potential hazardous conditions on individual project sites. Thus, future development activities would not 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. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. The Project Area consists of R1, RA, RE, and RS zoned properties citywide.

A number of schools (public and private) are located within and adjacent to the Project Area and may be located next to properties zoned for single-family use that undergo development. As discussed in **Section 8(a)** above, development that occurs pursuant to the proposed Project would involve the use of those hazardous materials that are typically necessary for development of single-family zoned parcels (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction activities would involve routine transport, use, and disposal of these types of hazardous materials. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. As the proposed Project only applies to single-family zoned parcels, development would not result in land uses (e.g., dry cleaners, gas stations, automobile repair stations) that emit hazardous emissions. Materials that would be used for facility upkeep would include cleaning solvents, fertilizers, pesticides, and herbicides for landscaping, and painting supplies. If used inappropriately, these materials could be considered hazardous.

All potentially hazardous materials transported, stored, or used on individual project sites for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Future development would be required to comply with all federal, state and local standards and regulations. Therefore, the proposed Project is not expected to adversely affect the existing schools in and around the Project Area. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. California Government Code Section 65962.5 requires various State agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is

known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.[42]

A significant impact may occur if an individual project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. A review of the EnviroStor website shows that clean-up sites[43] and permitted sites[44] are located throughout the City. In addition, the GeoTracker website displays the locations of Leaking Underground Storage Tanks (LUST) Cleanup sites, Cleanup Program sites, Land Disposal sites, Military sites, Water Discharge Requirement sites, Permitted Underground Storage Tank Facilities, and Oil and Gas Monitoring located throughout the City and in a number of cases in close proximity to the Project Area.

Due to the programmatic nature of this document and the size of the City of Los Angeles, it is not feasible to determine the exact location of each environmental hazard on or adjacent to a single-family zoned property. Therefore it is possible that an environmental hazard may be located in a single-family zone. However, the proposed Project does not include any specific development projects. Further, any new development would be required to comply with existing regulations related to hazardous materials. Accordingly, compliance with state and local laws and regulations would ensure impacts would be less than significant. No further analysis is required.

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

No Impact. Three airports are located in the Project Area: LAX, Van Nuys Airport, and Whiteman Airport. Portions of the Project Area are located within the boundaries of an airport land use plan area and/or within two miles of one of the three airports. The proposed Project, by itself, does not authorize or propose any development. Development that occurs pursuant to the proposed Project would consist of additions to and construction of new single-family units in the Project Area. Future "projects" (defined above) constructed within the boundaries of an airport land use plan and/or within two miles of an airport, would not create a safety hazard for people living and/or working on the Project Area. No impact would occur and no further analysis is 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. See response to **Section 8(e)**, above. No further analysis is required.

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

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42 These lists include, but are not limited to, the 'EnviroStor' (http://www.envirostor.dtsc.ca.gov/public/) and 'GeoTracker' (http://geotracker.waterboards.ca.gov/) lists maintained by the DTSC and the SWRCB, respectively.

43 Cleanup sites include: federal Superfund sites, State Response sites, Voluntary Cleanup sites, Evaluation sites, School Investigations, Military Evaluations, Tiered Permits, and Corrective Action sites.

44 Permitted sites include: operating sites, post-closure sites, and non-operating sites.

Less Than Significant Impact. Emergency services in the City are provided by the City of Los Angeles Fire Department (LAFD) and the City of Los Angeles Police Department (LAPD). Emergency incidents of a larger natural or manmade disaster require coordinated efforts between the LAFD, LAPD and the City's Emergency Operation Center (EOS). The EOC is the focal point for coordination of the City's emergency planning, training, response and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism and large-scale events in the City that require involvement by multiple City departments.

The Project Area is largely developed with single-family neighborhoods and includes City designated disaster routes.[45] Implementation of the proposed Project would not require or result in modifications to any of the roadways that would impact emergency traffic. The proposed Project does not propose or authorize development, would not authorize or expand any new or existing land uses, and would not make changes to existing policies, programs, or regulations that address emergency response. The regulations would be triggered by application for a building permit for a project (as defined above). Individual projects that occur pursuant to the proposed Project would be reviewed by the LAFD and LAPD to ensure new development conforms to all applicable regulations (including those applicable to construction related traffic) that address emergency response and access, including the LAFD Fire Code requirements.

Therefore, the proposed Project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts would be less than significant and no further analysis is 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. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." As shown in **Figure 3, Very High Fire Hazard Severity Zones in the Project Area,** the Very High Fire Hazard Severity Zone comprises most of the hilly and mountainous regions of the City. It includes portions of the following communities: Baldwin Hills, Bel Air Estates, Beverly Glen, Brentwood, Castellammare, Chatsworth, Eagle Rock, East Los Angeles, Echo Park, El Sereno, Encino, Glassell Park, Granada Hills, Hollywood, Lake View Terrace Los Angeles, Los Feliz, Montecito Heights, Monterey Hills, Mount Olympus, Mount Washington, Pacific Palisades, Pacoima, Palisades Highland, Porter Ranch, San Pedro, Shadow Hills, Sherman Oaks, Silver Lake, Studio City, Sunland, Sun Valley, Sylmar, Tarzana, Tujunga, West Hills, Westwood, Woodland Hills.[46]

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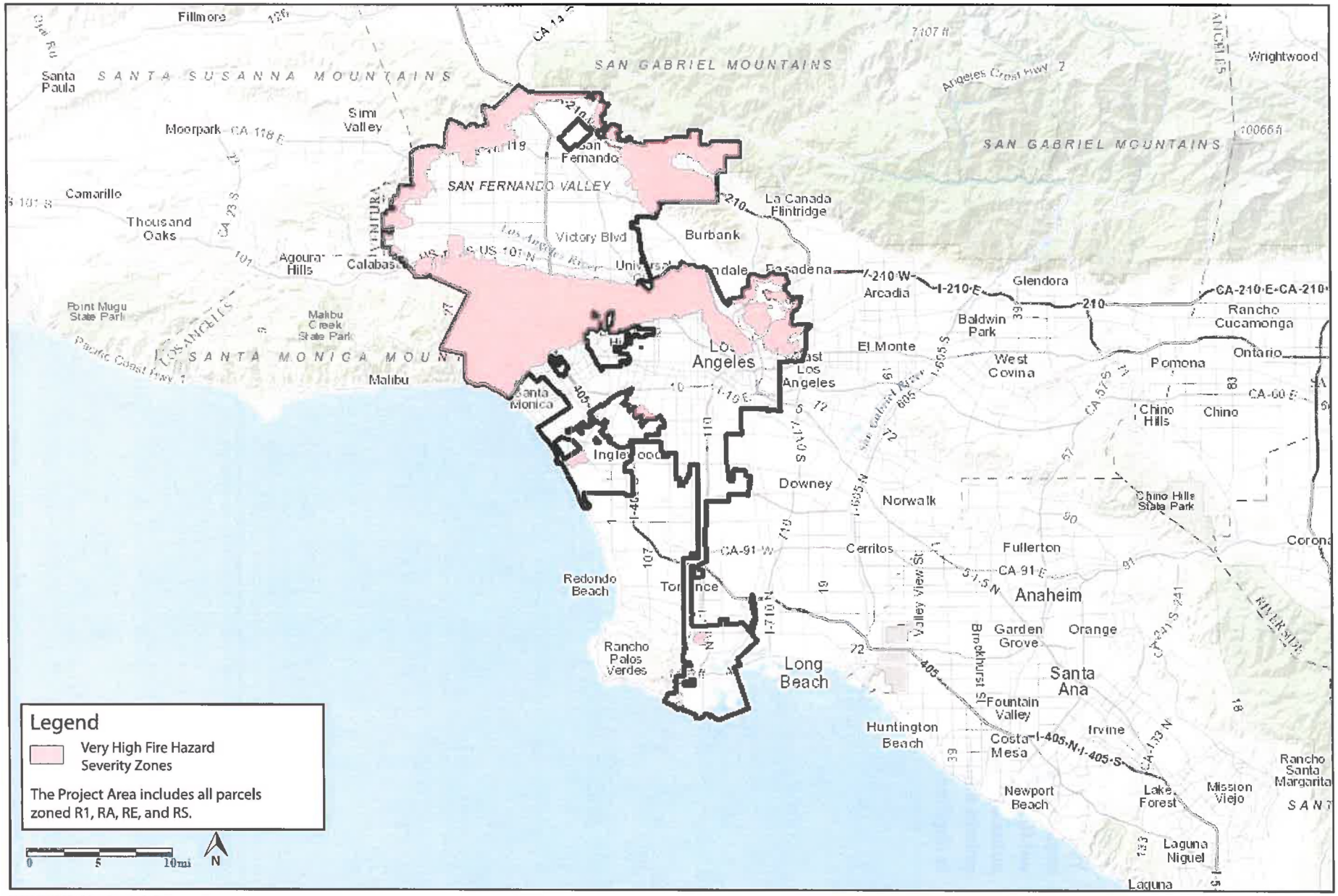
45 City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles.

46 City of Los Angeles Fire Department Website, Fire Zone webpage, http://www.lafd.org/fire-prevention/brush/fire-zone, accessed June 6, 2016.

The proposed Project is a Code amendment to the LAMC 2008 BMO and 2011 BHO that applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development, would not authorize or expand any new or existing land uses, and would not make changes to existing policies, programs, or regulations that address wildfire risk.

Prior to the issuance of any building permits for a project, (defined above), the project would be reviewed by the LAFD to ensure new development (specifically located in a Very High Fire Hazard Severity Zone, as identified by the LAFD) is designed and constructed in conformance with all applicable LAFD Fire Code policies applicable to wildfire protection. This would include project features such the installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Therefore, potential impacts from wildland fires would be less than significant. No further analysis is required.



SOURCE: NavigateLA

FIGURE 3

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Very High Fire Hazard Severity Zones in the Project Area

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9. HYDROLOGY AND WATER QUALITY

Would the project:

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

Less Than Significant Impact. Urban stormwater runoff from municipal storm drain systems has been identified by local regional and national agencies as one of the principal causes of water quality impacts in urban areas. Urban stormwater runoff contains a host of pollutants such as debris, bacteria, sediments, nutrients, and toxic chemicals. A project would normally have a significant impact on surface water quality if discharges would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB).

Individual project applicants developing a single-family lot that is one acre or greater are required to obtain a National Pollution Discharge Elimination System (NPDES) permit.[47] In addition, development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would be required to comply with the City of Los Angeles LID Ordinance (No. 181,899)[48] and the Department of Public Works Bureau of Sanitation Watershed Protection Division's Water Quality Compliance Master Plan for Urban Runoff (Master Plan).[49]

The LID Ordinance applies to all development and redevelopment greater than 500 feet in the City of Los Angeles that requires a building permit. The LID Ordinance requires projects to capture and treat the first ¾-inch of rainfall in accordance with established stormwater treatment priorities. Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that future development would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. The Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. In addition, the Master Plan summarizes regulatory requirements for water quality, describes BMPs required by the City for stormwater quality management, and discusses related plans for water quality that are implemented within the Los Angeles region.

Development that occurs pursuant to the proposed Project and within the Project Area would not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the proposed Project would result in a

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47 City of Los Angles Stormwater Program, Regulatory Mandates, http://www.lastormwater.org/about-us/regulatory-mandates/, accessed May 4, 2016.

48 The LID Ordinance was adopted in September 2011.

49 The Master Plan was adopted in April 2009.

less than significant impact to water quality and waste discharge and no further analysis is 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. A significant impact would occur if the proposed Project substantially depleted groundwater or interfered with groundwater recharge.

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from four primary sources, including water supplied by the Metropolitan Water District (MWD) (53 percent; Bay Delta 45 percent, Colorado River 8 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (34 percent), local groundwater (12 percent), and recycled water (1 percent).[50] Based on the City's Urban Water Management Plan (UWMP)[51], in 2011-2014 the LADWP has an average a water demand of 566,990 acre-feet[52] per year. Over the last five years, groundwater, largely from the San Fernando Basin (SFB) has provided approximately 12 percent of the total water supply for Los Angeles. Groundwater levels in the City are maintained through an active process via spreading grounds and recharge basins found primarily in the San Fernando Valley.

The majority of lots within the Project Area are developed with single-family residences that would not be expected to substantially change surface area on the lot, in part due to the proposed Project. As described in the Project Description, the proposed Project would remove bonuses previously permitted under the original BMO and BHO, establish more stringent R1 development standards (compared to those included in the BMO and BHO), result in modification to the Residential Floor Area calculations, and make adjustments to grading provisions for single-family lots located in designated "Hillside Areas." As a result of these modified provision, it is expected that the overall maximum "by right" development size would be reduced in most cases.

In addition, compliance with LID requirements described above would ensure development of vacant lots would not significantly interfere with groundwater recharge. Further, development that would occur pursuant to the proposed Project would not excavate soils to a depth that would impact the groundwater table. There would be no significant change to the existing conditions in regards to opportunities for groundwater recharge in the Project Area.

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50 Los Angeles Department of Water and Power - Water: Facts and Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=18i8d8hpzl_21&_afrLoop=430938015435485 , access May 4, 2016.

51 An UWMP is prepared and adopted by LADWP every five years to forecast the future water demands and water supplies under average and dry year conditions. LADWP is currently in the process of preparing the 2015 UWMP.

52 One acre foot equals 325,851 gallons of water.

Impacts related to groundwater supplies would be less than significant. No further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact would occur if the proposed Project substantially altered the drainage pattern of the Project Area or an existing stream or river, so that substantial erosion or siltation would result on- or off-site. In general the Project Area is developed with single-family neighborhoods. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would occur on single-family zoned parcels and would not alter any natural watercourses within the Project Area.

The lots located in the Project Area are zoned R1, RA, RE, or RS, a majority of which are developed with single-family units. Currently stormwater runoff flows to the local storm drain system during a storm event.

As discussed in **Section 9(a)** above, development that occurs pursuant to the proposed Project would be required to comply with all federal, state, and local regulations regarding stormwater runoff, including the City's LID Ordinance (during operation), BMPs included in the Master Plan, and the City's "Hillside" Development regulations (refer to **Appendix C**). Compliance with these regulatory measures would reduce the amount of surface water runoff leaving the Project Area after a storm event. The LID Ordinance would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period. Therefore, development that occurs pursuant to the proposed Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is 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 **Section 9(c)** above, development that occurs pursuant to the proposed Project is not anticipated to substantially change the drainage pattern of the Project Area. Further, future development would be required to comply with the BMPs included in the LID Ordinance and Master Plan and would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site. Future development would be confined to lots zoned for single-family use and would not alter any watercourse. As such, impacts would be less than significant and no further analysis is required.

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?

Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Area were to increase to a level which exceeds the capacity of the storm drain system serving the individual project site. A project-related significant adverse effect would also occur if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

The proposed Project applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would consist only of new development of single-family homes on vacant lots and additions to existing single-family units.

The majority of single-family lots located in the Project Area are in use and largely paved. Much of the development that occurs pursuant to the proposed Project would be confined to lots that are or were previously developed with single-family units. While construction of single-family units would be permitted on the vacant lots located in the Project Area, it is unlikely that the increase in stormwater volume would exceed the design capacity of the surrounding stormwater drainage system. Further, prior to the issuance of a building permit for a project (as defined above) the City's Sanitation Department would review the project to ensure the projected stormwater runoff would not exceed the stormwater drainage system. Impacts to the existing stormwater drainage system in the Project Area would be less than significant.

Three general sources of potential short-term construction-related stormwater pollution associated with future development are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures, or BMPs, can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Second, the area should be secured to control off-site migration of pollutants. During construction, individual project applicants shall be required to implement all applicable and mandatory BMPs in accordance with the LID Ordinance and the Master Plan. When properly designed and implemented, these "good-

housekeeping" practices are expected to reduce short-term construction-related impacts to a less than significant level.

Activities associated with operation of future development would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by parked cars could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced as future development must comply with water quality standards and wastewater discharge BMPs set forth by the City's LID Ordinance and Master Plan. Compliance with existing regulations would reduce the potential for the proposed Project to exceed the capacity existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff impacts to a less than significant level. No further analysis is required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. See response to **Section 9(a)** above. No further analysis is 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?

Less Than Significant Impact. The Federal Emergency Management Agency (FEMA) prepares and maintains Flood Insurance Rate Maps (FIRMs), which show the extent of Special Flood Hazard Areas (SFHAs) and other thematic features related to flood risk. The Project Area is limited to those lots zoned R1, RA, RE, and RS citywide. As shown in **Figure 4, Special Flood Hazard Areas in the Project Area,** portions of the Project Area are within and identified 100 and 500-Year floodplain.[53],[54] A majority of the Project Area is in an area of minimal flood risk (Zone X) and is not located within a 100-Year or 500-Year flood zone, as mapped by FEMA.

To minimize impacts to properties located in areas prone to flooding, mudflow, and coastal inundation, the City adopted the 1980 Flood Hazard Management Specific Plan and amended it in 1988 (Ordinance No. 163,913).[55] The amendment requires properties that are located in areas prone to flooding, mudflow, and/or coastal inundation to undergo additional permit review and implement mitigation measures (as necessary), including additional structure reinforcement, increase base elevation (compared to existing regulations), anchoring, and installation of protective barriers. Therefore, future development that occurs pursuant to the proposed Project and is located in areas subject to flooding would be required to comply with the Flood Hazard Management Plan and Ordinance No. 163,913, impacts would be less than significant and no further analysis is required.

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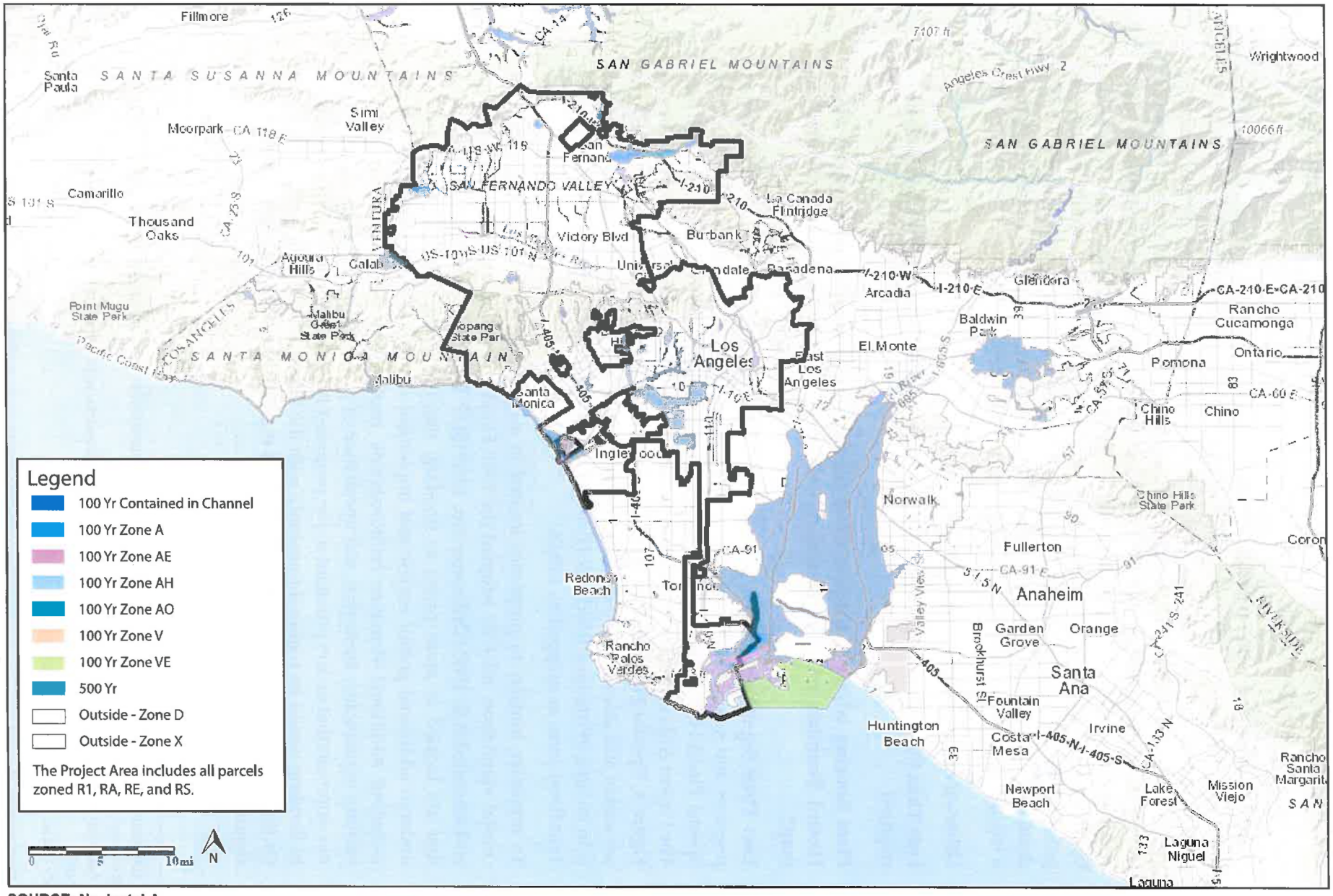
53 A 100-Year flood is a flood which results from a serve rainstorm with a probability of occurring approximately once every 100 years.

54 A 500-Year flood is a flood which results from a severe rainstorm with a probability of occur once every 500 years.

55 City of Los Angeles General Plan Safety Element, p. II-15.



SOURCE: NavigateLA

FIGURE 3

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Very High Fire Hazard Severity Zones in the Project Area

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

Less Than Significant Impact. See response to **Section 9(g)**, above. Impacts would be less than significant and no further analysis is 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?

Less Than Significant Impact. A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

Seiches can occur in areas adjacent to water storage facilities. Inundation from a seiche can occur if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Department of Water and Power (DWP) regulates the level of water in its storage facilities and provides walls of extra height to contain seiches and prevent overflow. In addition, the DWP monitors dams and reservoirs during storm events and implements mitigation measures to prevent potential overflow.[56] As shown in **Figure 5, Inundation and Tsunami Hazard Areas in the Project Area,** portions of the Project Area are subject to flooding as a result of inundation from water storage facilities. Monitoring of the water storage facilities by the DWP would ensure impacts related to potential inundation from the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. Impacts from seiches are discussed above. See response to **Section 9(i)**, above. Impacts would be less than significant and no further analysis is required.

A tsunami is a series of waves generated by large earthquakes that create vertical movement on the ocean floor. Tsunamis can reach more than 50 feet in height, move inland several hundred feet, and threaten life and property. Often, the first wave of a tsunami is not the largest. Tsunamis can occur on all coastal regions of the world, but are most common along margins of the Pacific Ocean. Tsunamis can travel from one side of the Pacific to the other in a day, at a velocity of 600 miles an hour in deep water. A locally generated tsunami may reach the shore within minutes. As shown in **Figure 2,** portions of the Project Area located along the coast are susceptible to tsunamis.[57]

The City Flood Hazard Specific Plan sets forth design criteria for development in coastal zones, including increased base building elevations. The Army Corps is responsible for constructing and maintaining the breakwaters which are designed to mitigate damaging wave action, particularly in the harbor area. The Harbor Department works cooperatively with the Army Corps relative to maintenance and protection of the

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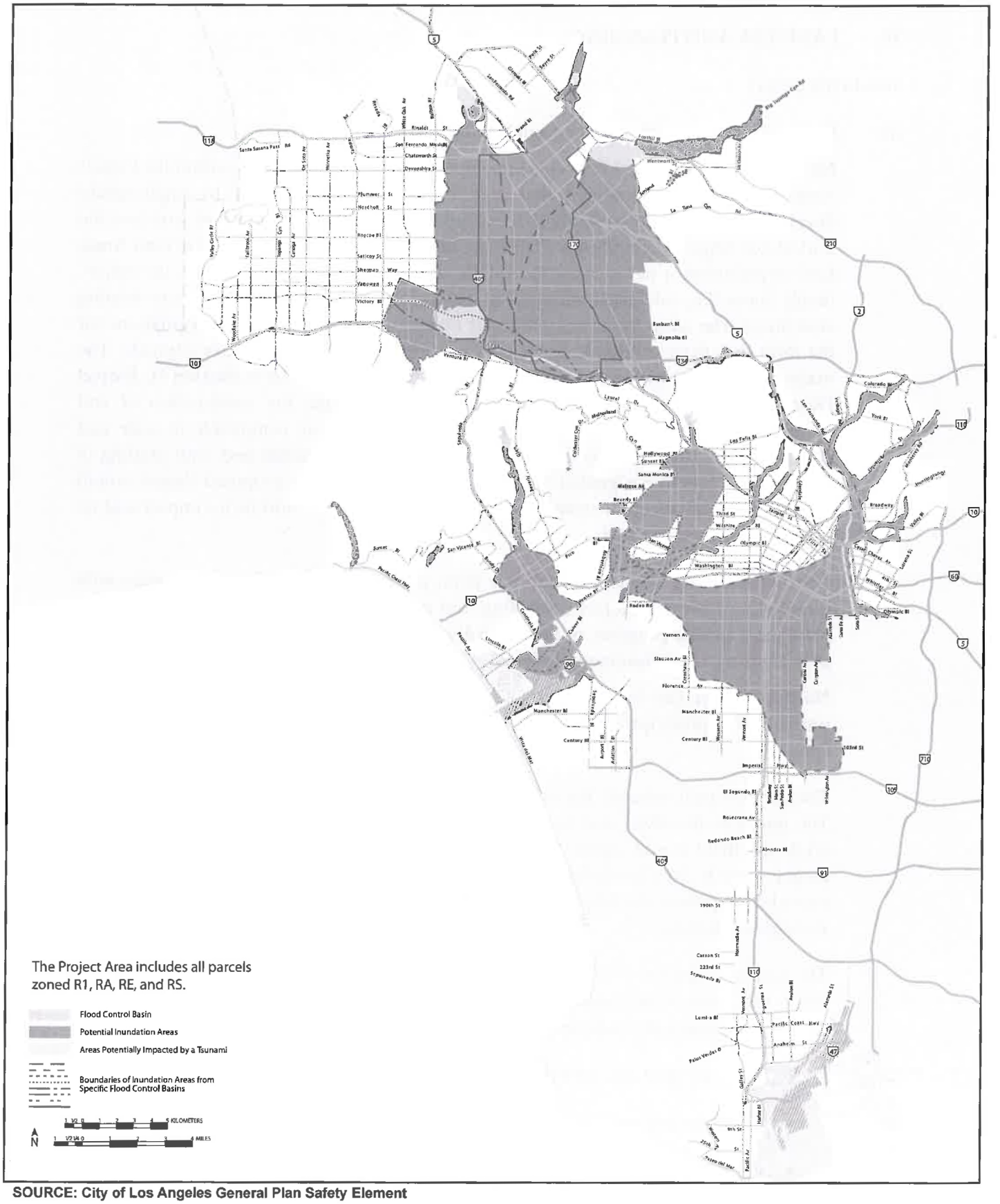
56 City of Los Angeles General Plan Safety Element, p. II-16.

57 City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas.

breakwater facilities. Along with the fire and police departments, it participates in the federal tsunami alert program to warn potentially affected properties and harbor tenants of tsunami threats and to advise them concerning protective response actions. Thus, impacts from tsunamis would be less than significant in this regard.[58]

In addition, as discussed in **Section 9(g)** above, single-family lots that are subject to mudflow and/or flooding would be required to comply with the City's Flood Hazard Management Specific Plan, including Ordinance No. 163,913. Thus, impacts are anticipated to be less than significant with regard to the inundation by seiche, tsunami, or mudflow. No further analysis of this issue is required.

58 City of Los Angeles Safety Element, p. 11-16.



SOURCE: City of Los Angeles General Plan Safety Element

FIGURE 5

Inundation and Tsunami Hazard Areas in the Project Area

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10. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed Project is limited to the single-family zones within the Project Area. Any new development that may occur would be limited to single-family development. As shown in **Table II-2**, excluding the LAX Community Plan Area and the Port of Los Angeles Community Plan Area, all of the remaining Community Plan Areas have experienced a net increase in square footage of development within the single-family zones (i.e., total square footage of new development and/or additions to existing structures). The adoption of the proposed Project would create a set of regulations for the form that these additions could take within the single-family zones citywide. The major components of the proposed Project are further described in **Section II, Project Description.** Further, the proposed Project aims to make the construction of and additions to single-family units in single-family zones more compatible in scale and massing to the surrounding units. The amendments also regulate and limit grading of single-family lots in designated "Hillside Areas." As such, the proposed Project would have a beneficial effect on established communities. There would be no impact and no further analysis is 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?

No Impact. The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones.

The City Council adopted the existing BMO and BHO in 2008 and 2011, respectively. The intent of the BMO was to address the proliferation of out-of-scale development, while the BHO would curtail the extensive hillside grading occurring in single-family neighborhoods citywide. In addition, the City Council has adopted a number of ICOs to provide temporary development restrictions in single-family neighborhoods located throughout the City.

The City has adopted 37 Community Plans that include goals and land use policies to guide the physical development of specific City neighborhoods. DCP has set general goals that are incorporated into each Community Plan. These goals include:[59]

- Integrate land use, infrastructure, and transportation improvements.
- Direct growth to centers while preserving established residential neighborhoods.
- Create healthier, more livable neighborhoods and economically vital business districts that can increase job and housing opportunities for City residents.

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59 City of Los Angeles Department of City Planning website, http://cityplanning.lacity.org/, accessed June 14, 2016.

- Facilitate improved design of new and renovated structures and public spaces.

The proposed Project would be consistent with the Community Plan goals pertinent to single-family development, including preserving established residential neighborhoods and creating healthy and livable neighborhoods.

In addition to the Community Plans, the General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the Community Plans and citywide elements. The proposed Project would be consistent with the goals, objectives and policies included in the Framework Element and applicable to single-family uses. In addition, the proposed Project would implement the goals, objectives, and policies included in the Framework Element by applying specific requirements related to form and massing to single-family-zoned properties in the Project Area. These goals, objectives and policies are listed below. **Chapter 3 Land Use: Single-family Residential**

- **Goal 3B:** Preservation of the City's stable single-family residential neighborhoods

- **Objective 3.5:** Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

- **3.5.2:** Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.

Thus, development (e.g., demolition, additions to new construction) of single-family units that occur pursuant to the proposed Project would not conflict with applicable land use policies, zoning standards, or local, state, or federal policies. No impacts would occur and no further analysis is required.

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

No Impact. As previously stated in **Section 4, Biological Resources**, the Project Area is not located with the confines of a Habitat Conservation Plan, or Natural Community Conservation Plan. Therefore, the proposed Project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur, and no further analysis is required.

11. 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?

No Impact. Mineral Resources have been identified in the Project Area. Portions of the San Fernando Valley as well as portions of the area immediately adjacent to the Ventura Freeway (State Route 134), the Golden State Freeway (Interstate-5), and the Harbor Freeway (State Route 110) are designated as Mineral Resource Zone-2 (MRZ-2).(Refer to **Figure 6, Mineral Resources located in the Project Area**).[60] According to the Surface Mining and Reclamation Act, MRZs-2 are areas where significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.[61] In addition, a number of areas throughout the Project Area are zoned for oil drilling use (refer to **Figure 3**).

As the Project Area is limited to those areas zoned for single-family use, there are no identified mineral and/or oil resources within the Project Area Future development associated with the proposed Project would be limited to single-family use and would not involve any new oil or mineral extraction activities. Therefore, implementation of the proposed Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur and no further analysis is required.

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

No Impact. See response to **Section 11(a)**, above. No further analysis is required.

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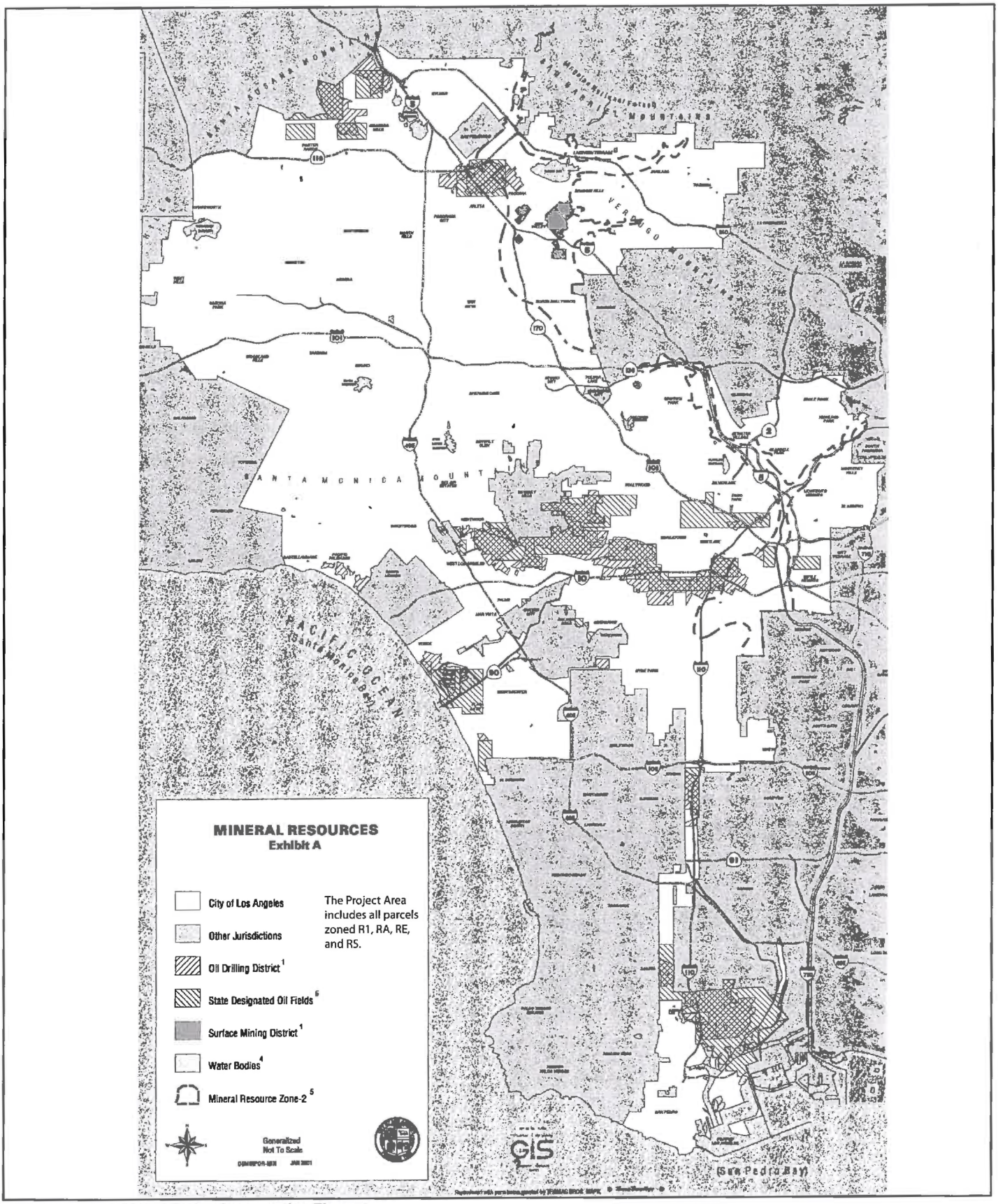
60 City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed June 3, 2016.

61 Department of Conservation, SMARA Statutes and Associated Regulations, http://www.conservation.ca.gov/omr/lawsandregulations, accessed June 3, 2016.



SOURCE: City of Los Angeles Conservation Element

FIGURE 6

Mineral Resources located in the Project Area

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12. NOISE

Would the project would 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?

Less Than Significant Impact. The primary source of noise in the Project Area is vehicle traffic.

Citywide noise regulations are included in the Chapter XI, Noise Regulation (Ordinance No. 144,331) of the LAMC. Chapter XI, Section 11.03 sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RA, RE, and RS zones) are 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone. (Compliance with this standard is only required where "technically feasible").[62] Construction activities are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM through 8:00 AM on Saturday and any time on Sunday. As shown in **Table 3, City of Los Angeles Guidelines for Noise Compatible Land Use**, a CNEL value of 65 dB(A) is the upper limit of what is considered a "conditionally acceptable" noise environment for single-family uses.

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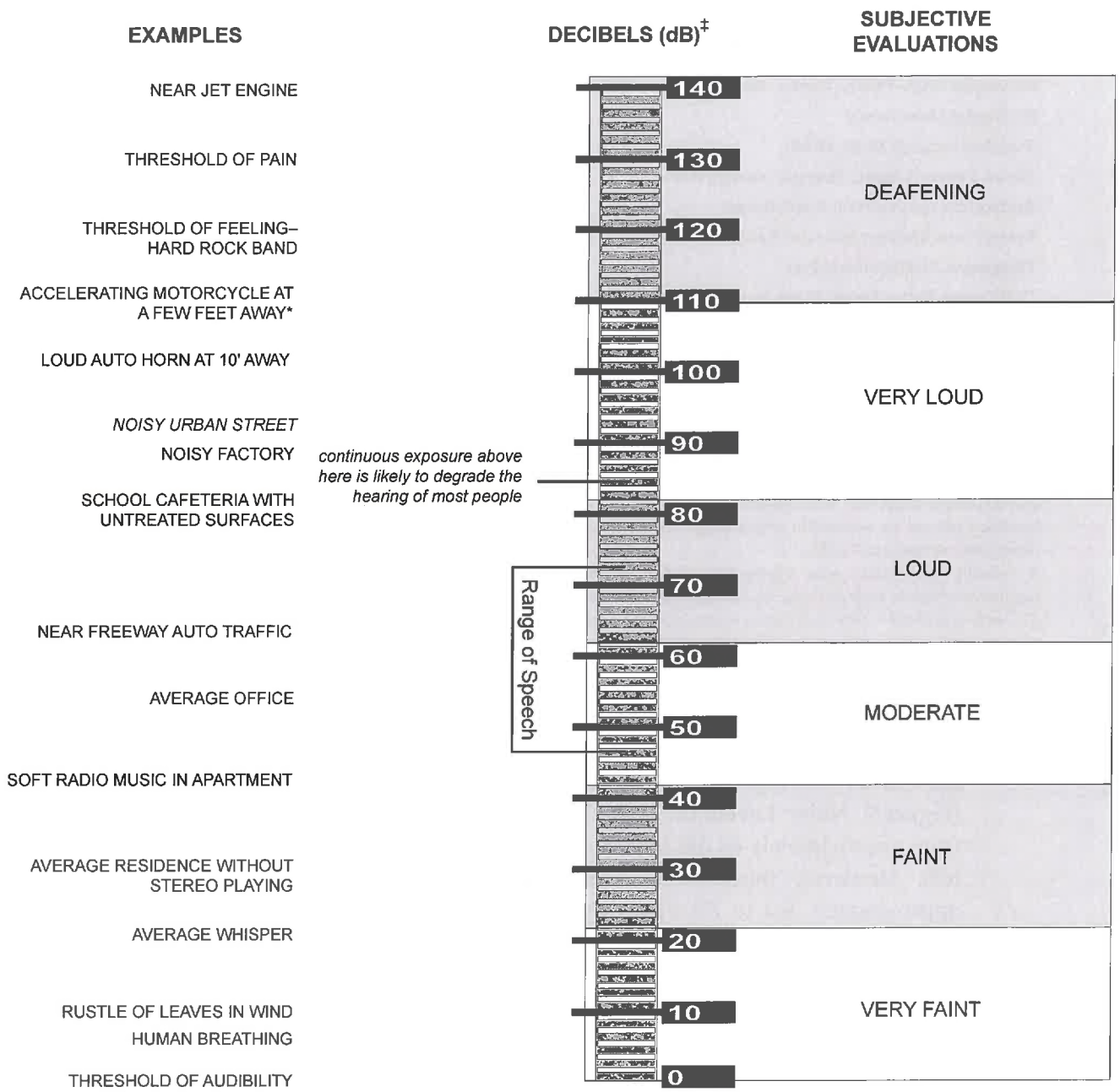
62 In accordance with the City of Los Angeles Noise Ordinance "technically feasible" means that mitigation (e.g., mufflers, shields, sound barriers, and/or other noise reduction devices or techniques) can be used to ensure compliance with the City's Noise Ordinance.

Table 3
City of Los Angeles Guidelines for Noise Compatible Land Use

Land Use Category	Day/Night Average Exterior Sound Level (CNEL db(A)						
	50	55	60	65	70	75	80
Residential Single-Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Source: City of Los Angeles General Plan, Noise Element Exhibit 1, http://planning.lacity.org/cwd/gnlpln/NoiseElt.pdf, accessed May 2, 2016
Notes:
A-Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation
C-Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
N-Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.
U-Clearly unacceptable. New construction or development generally should not be undertaken.

Development that occurs pursuant to the proposed Project would generate noise primarily from off-road equipment with internal combustion engines, mechanical functions, power tools, and contact with ground surfaces. The US EPA has compiled data on the noise-generating characteristics of specific types of construction equipment **(Figure 7, Noise Levels of Typical Construction Equipment)**. Noise levels can range from approximately 68 dB(A) to noise levels in excess of 99 dB(A) when measured at 50 feet. However, these noise levels diminish rapidly with distance at a rate of approximately 6.0 to 7.5 dB(A) per doubling of distance. For example, assuming an acoustically "hard" site, a noise level of 68 dB(A) measured at 50 feet from the noise source to the receptor would reduce to 62 dB(A) at 100 feet from the source, and further reduce by another 6.0 dB(A) to 56 dB(A) at 200 feet from the source. As shown in **Table 4, Noise Level Attenuation Over Distance,** a noise level of 99 dB(A) measured at 50 feet would be reduced to approximately 74.5 dB(A) at 1,000 feet for a hard site.



** NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.*

‡NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.

FIGURE 7

IMPACT SCIENCES

Noise Levels of Typical Construction Equipment

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In addition to on-site construction noise, haul truck trips, (particularly within hillside areas), and construction worker trips would create traffic-related noise during construction. While the number of individual project sites, including the number of haul truck and construction worker trips is not known at this time, haul truck operators would be required to comply with the City's DBS Haul Route Monitoring Program, including complying with the City's Good Neighbor Construction Practices. For lots in designated "Hillside Areas," individual project applicants would be required to comply with the hillside haul route application and process. Compliance with the City's Haul Route regulations and Noise Ordinance No. 144,331 would ensure construction related noise impacts remain less than significant.

Table 4
Noise Level Attenuation Over Distance

Distance to Sensitive Receptor	Noise Level dB(A)
50 feet	99
100 feet	93
200 feet	87
400 feet	81
800 feet	75
1,000 feet	74.5
1,600 feet	69

Source: Impact Sciences, Inc. 2016.

Operation activities would have the potential to increase noise levels in the vicinity of the Project Area where vacant lots are developed with new single-family units. On-site operational activities, such as outdoor use of open space and stationary sources, including mechanical systems, would increase the area's ambient noise level.[63] Construction and operational activities on individual sites would be required to comply with the regulations included in Chapter XI, Noise Regulation of the LAMC. Compliance with these regulations would ensure that impacts from operational noise would remain less than significant. No further analysis is required.

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

Less Than Significant Impact. Development (e.g., addition to and/or new construction) of single-family zoned parcels has the potential to generate excessive groundborne vibration/groundborne noise levels.

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on structures located in the vicinity of the construction site often varies depending on soil type, ground strata,

63 As there would be no change to the land use type (i.e., single-family units) the number of vehicle trips (during operation) in the project area is not expected to increase and thus noise levels would not be impacted.

and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Groundborne vibration from construction activities rarely reach the levels that damage structures. The Federal Transit Administration (FTA)[64] and Caltrans[65] have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for construction equipment pieces anticipated to be used during single-family construction activities are listed in **Table 5, Vibration Levels for Construction Equipment**. The primary and most intensive vibration source associated with future development would be the use of large bulldozers and loaded haul trucks. These types of equipment can create intense noise that can result in ground vibrations. Bulldozers would be used to move dirt and materials around at individual project sites. As indicated in **Table 5** loaded trucks and large bulldozers are capable of producing vibration levels of approximately 0.076 and 0.089 PPV, respectively, at 25 feet from the source, which is below the FTA threshold of 0.2 PPV for non-engineered masonry and other structures; therefore, these activities would not result in significant vibration impacts to off-site sensitive receptors.

Table 5
Vibration Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)
Loaded Truck	0.076
Large bulldozer	0.089

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (2006) 12-9.

All mechanical (e.g., Heating Ventilating and Air Conditioning (HVAC) equipment) and other on-site operational point sources associated with single-family uses would not produce any perceptible vibration. While there are no FHWA standards for traffic-related vibrations, off-site vibration from motor vehicles and any occasional light, medium, or heavy-duty trucks traveling to and from the individual project sites would not be perceptible along roadways of travel.[66] Thus, vibration impacts would be less than significant and no further analysis is necessary.

64 According to FTA guidelines, the vibration threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec peak particle velocity (PPV) and 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings.

65 For continuous (or steady-state) vibrations, Caltrans considers eh architectural damage risk level to be 0.1 PPV for fragile buildings, 0.25 PPV for historic buildings, 0.3 PPV for older residences, and 0.5 PPV for new residences. For long-term exposure to continuous vibration, Caltrans identifies a threshold for strong human perception at 0.10 PPV and 0.04 PPV as a threshold for distinct human perception.

66 US Department of Transportation, Federal Transit Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

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

Less Than Significant Impact. See response to **Section 12(a)**, above.

Noise levels in the Project Area are regulated by the City's Noise Ordinance (No. 144,331). The City's Noise Ordinance sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RA, RE, and RS zones) is 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone.

As discussed in **Section 12(a)**, above, the proposed Project, by itself, does not propose or authorize development. The majority of the lots in the Project Area are currently developed with single-family uses that generate noise (primarily from vehicle trips). It is not anticipated that a substantial increase in noise would occur as these lots are expected to remain in their current use. Further, development that occurs pursuant to the proposed Project would be required to comply with Chapter XI, Noise Regulation of the LAMC. Compliance with these regulations would ensure that impacts from noise (generated during construction and operation of development pursuant to the proposed Project) would not result in a permanent increase in ambient noise levels in the Project Area. Impacts would be less than significant and no further analysis is 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. As discussed in **Section 12(a)**, above, the proposed Project, by itself does not propose or authorize development. Typical construction activities associated with development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project has the potential to result in a substantial temporary or periodic increase in ambient noise levels. However, the construction activities would only be permitted during daytime hours (e.g., Monday through Friday 7:00 AM to 9:00 PM and Saturday 8:00 AM to 6:00 PM). Compliance with this regulation and the additional regulations included in the LAMC (Chapter XI, Noise Regulations, Section 11.03) would ensure any increase in ambient noise levels in the Project Area would not result in a significant impact. No further analysis 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. As discussed in **Section 8(e)**, above, three airports are located in the Project Area: LAX, Van Nuys Airport, and Whiteman Airport. Portions of the Project Area are located within the boundaries of an airport land use plan area and/or within two miles of one of the three airports. The proposed Project, by itself, does not authorize or propose any development. Development that occurs pursuant to the proposed Project would consist of additions to and construction of new single-family units in the Project Area. Future projects (defined above) constructed within the boundaries of an airport land use plan and/or within two miles of an airport, would not create a safety hazard for

people living and/or working on the Project Area. No impact would occur and no further analysis is 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. As previously stated in **Section 8(e-f), Hazards and Hazardous Materials,** there are no private airstrips within the vicinity of the Project Area.[67] Therefore, no impact would occur and no further analysis is required.

67 LAX, Van Nuys Airport, and Whiteman Airport are categorized as public airports.

13. 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)?

Less Than Significant Impact. The proposed Project would not directly induce growth by proposing new homes or businesses and does not include the extension of any roads or infrastructure.

The Project Area is largely developed with single-family units. Development is expected to occur in the form of additions (which would not increase population) and new construction. New construction on vacant lots would likely introduce new population. However, it should be noted that it is unlikely that all of the existing vacant lots that are zoned single-family within the City would be developed, as some of the lots are located on hillsides where development may not be feasible. The minimal change in population would be consistent with the growth forecasts included in the 2016 SCAG RTP/SCS, as well as with regional and local growth policies, including the City's General Plan Framework Element. Any increase in population would occur over several years as individual projects are approved and then implemented. Further, as these lots are zoned for single-family use, it is reasonable to assume they are planned for as single-family use and, as such, included in population estimates. Thus, the proposed Project would not induce population growth in the Project Area (either directly or indirectly). Impacts would be less than significant and no further analysis is required.

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

No Impact. Development that occurs pursuant to the proposed Project would primarily consist of new construction on vacant lots (or where an existing home is demolished and reconstructed) and additions to existing single-family units. The proposed Project is limited to single-family zoned properties within the Project Area and as such, the proposed Project would not displace existing housing or require the construction of replacement housing elsewhere. Impacts would be less than significant and no further analysis is required.

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

No Impact. See response to **Section 13(b)**, above.

No impact would occur and no further analysis is required.

14. PUBLIC SERVICES

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

i) Fire protection?

Less Than Significant Impact. A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for additional fire and emergency services. The LAFD is responsible for providing fire protection and emergency medical services to the Project Area. The proposed Project applies specific requirements related to form and massing to single-family zoned parcels within the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. As discussed in **Section 13(a), Population and Housing** above, future development of vacant lots (zoned for single-family units) that occurs pursuant to the proposed Project could result in a population increase as the lots are developed.

The LAFD operates 114 stations throughout the Project Area. Site plans would be reviewed and approved by the LAFD prior to the issuance of building permits for a project (as defined above) and would be required to incorporate all applicable provisions of the LAMC Fire Code, including, but not limited to, installation of an automatic sprinkler system, smoke detectors, and a fire alarm system.

New development of single-family homes would be required to pay property taxes and assessments that go toward the City's General Fund, which is the LAFD's main source of funding. The monies generated from these activities would go toward improvements, maintenance, and addition of fire stations and resources as fire service demands increase. The revenue from property and sales taxes would grow in rough proportion to the growth in single-family units. This revenue would be used to increase fire services to the Project Area and throughout the City to ensure adequate service citywide. Furthermore, the LAFD would continue monitoring response times to develop educated estimates of future needs (personnel and equipment) in anticipation of new development.

Therefore, development that occurs pursuant to the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Impacts to fire and emergency services would be less than significant. No further analysis is required.

ii) Police protection?

Less Than Significant Impact. A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for additional police protection services. The LAPD is responsible for providing police protection services to the Project Area. The proposed Project applies specific form and massing requirements to single-family zoned parcels within the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. As discussed above under **Section 14(a),** as well as in **Section 13(a) Population and Housing,** development of vacant lots (zoned for single-family units) that occurs pursuant to the proposed Project, could result in a minimal population increase. The LAPD consists of 9,000 sworn officers and operates 25 stations throughout the Project Area.

Development that occurs pursuant to the proposed Project could increase demand for police protection services. Prior to the issuance of building permits for a project (as defined above) the LAPD would be consulted to determine if construction activities occurring on individual project sites would require additional police resources. Tax revenue collected from individual projects (e.g., development of vacant lots) would pay for increased police services.

The timing, siting, and project-specific details of individual development projects will dictate the necessity of increasing police service throughout the Project Area. The Department of Building and Safety will not grant building permits until public services such as police protection facilities are in place to serve the new development.

Thus, development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project would not result in a substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives . Impacts to police services would be less than significant. No further analysis is required.

iii) Schools?

Less Than Significant Impact. A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for additional educational facilities. The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD). While much of the development (new construction and additions) is expected to occur on lots that are currently developed, development of vacant single-family zoned parcels could occur as well. New development on vacant lots would result in a population increase and could result in an increase in student populations at local schools. Existing regulations, including the Leroy Greene School Facilities Act of 1998, Assembly Bill 2926, and Senate Bill 50 afford school districts the

opportunity to collect developer impact fees to offset impacts from increased student populations due to new development.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

Thus, with payment of fees impacts to the elementary, middle, and high schools that serve the Project Area would be less than significant. No further analysis is required.

iv) Parks?

Less Than Significant Impact. A significant impact would occur if the proposed Project resulted in substantial population growth that would generate an additional demand for recreation and park services. The City of Los Angeles Department of Recreation and Parks operates and maintains over 16,000 acres of parkland, hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks throughout the Project Area.[68] The proposed Project applies specific requirements related to form and massing to single-family zoned parcels within the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

In compliance with the State Quimby Act, the City has established the Subdivision Fees Trust (LAMC Section 17.12) and the Zone Change Park Fee (LAMC Section 12.33). These fees are collected when individual residential projects require a subdivision or zone change as a condition of approval. The proposed Project would modify single-family development standards for properties zoned R1, RA, RE, and RS citywide but would not require any individual parcels to be rezoned. While future development that occurs pursuant to the proposed Project could increase the population in the Project Area, development of single-family zoned parcels would be consistent with the City's General Plan Framework Element, and individual Community Plans, the City's strategy for long-term growth. Thus, impacts to park and recreation facilities would be less than significant and no further analysis is required.

v) Other Public Facilities?

Less Than Significant Impact. A significant impact would occur if the proposed Project includes substantial population growth that would generate an additional demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Area. Within the City of Los Angeles, the

68 City of Los Angeles Department of Recreation and Parks, http://www.laparks.org/, accessed June 3, 2016.

Los Angeles Public Library (LAPL) provides library services. Los Angeles. LAPL provides services at the Central Library, eight Regional Branch Libraries and 64 Community Branch Libraries.

Similar to fire and police services, the City's library facilities are not funded through statutory fees from individual development projects, but rely on monies from the General Fund and tax revenues. Thus, if and when vacant lots are developed, a percentage of the increased tax revenue would be allotted for LAPL use.

Thus, development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project would not result in a substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Impacts to library services would be less than significant. No further analysis is required.

15. 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?**

Less Than Significant Impact. See response to **Section 14(iv), Public Services** above.

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. See response to **Section 14(iv), Public Services** above. The proposed Project applies specific requirements related to form and massing to single-family zoned parcels within the Project Area. It does not include any recreational facilities.

16. TRANSPORTATION AND TRAFFIC

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??**

Less Than Significant Impact. Development that occurs pursuant to the proposed Project would be required to comply with the City's DBS Haul Route Monitoring Program. Thus, impacts to the surrounding area from construction traffic (e.g., haul truck trips, construction worker trips, delivery trucks, and refuse trucks) would be less than significant.

As discussed in **Section 13(a), Population and Housing,** traffic volumes throughout the Project Area are not expected to increase as a majority of the development that would occur pursuant to the proposed Project would be located on sites previously developed with single-family units. Thus, impacts would be less than significant, and no further analysis is required.

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?**

No Impact. The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010. All freeways, tollways, and selected arterial roadways in the County are part of the CMP Highway System. The CMP Traffic Impact Analysis (TIA) Guidelines require that intersection monitoring locations must be examined if a project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed Project applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Traffic volumes in conjunction with development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occur pursuant to the proposed Project would not meet the CMP TIA Guidelines requiring intersection monitoring. No impact would occur and no further analysis is 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. As previously stated in **Section 8, Hazards and Hazardous Materials**, three airports are located in the Project Area: LAX, Van Nuys Airport, and Whiteman Airport. Portions of the Project Area are located within the boundaries of an airport land use plan area and/or within two miles of one of the three airports listed above. The proposed Project, by itself, does not authorize or propose any development. Development that occurs pursuant to the proposed Project would consist of additions to and construction

of new single-family units in the Project Area. Future "projects" (defined above) would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location. No impact would occur and no further analysis is required.

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

No Impact. The proposed Project would not result in changes being made to the local roadways or impede public access on any public right-of-way. In addition, the proposed Project would limit the amount of grading in designated "Hillside Areas" which, in turn, would reduce the amount of truck trips that would occur as projects are developed. No impacts would occur and no further analysis is required.

e) Result in inadequate emergency access?

Less Than Significant Impact. As discussed above in **Section 8(g), Hazardous and Hazardous Materials,** the City has designated disaster routes throughout the Project Area (refer to **Figure 8, Critical Facilities and Lifeline Systems in the Project Area**). Construction of future "projects" (defined above) could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to access standards to allow adequate emergency access. Compliance with access standards, including the City's DBS Haul Route Monitoring Program would reduce potential impacts on roadways designated as haul routes and emergency response services during construction of future projects.

In addition, construction activities for future projects would be confined to the site, and all development that occurs pursuant to the proposed Project would be required to conform to all applicable regulations that address emergency access, including the LAFD Fire Code requirements. Impacts would be less than significant and no further analysis is required.

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

No Impact. The proposed Project applies specific form and massing requirements to the single-family zoned parcels in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities and would not decrease the performance or safety of such facilities. No impact would occur to these plans, programs, and/or policies as a result of implementation of the proposed Project. No further analysis is required.

SOURCE: City of Los Angeles General Plan Safety Element

FIGURE 8

Critical Facilities and Lifeline Systems in the Project Area

IMPACT SCIENCES

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17. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Less Than Significant Impact. Wastewater generated in the Project Area is treated at the Hyperion Treatment Plant in Playa del Rey. The RWQCB regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. The Hyperion Treatment Plant is responsible for adhering to RWQCB regulations as they apply to wastewater generated in the Project Area.

Future development would be required to comply with all applicable federal, state, and local provisions. Development of vacant lots located in the Project Area would require installation of wastewater infrastructure and could result in a minimal increase in the volume of wastewater generated in these portions of the Project Area. As the Project Area is developed with single-family uses, the wastewater infrastructure installed on vacant lots would connect to the existing sewer lines located adjacent to the individual sites. If wastewater lines in the vicinity of existing vacant lots zoned for single-family use are deemed not to be sufficient to meet the anticipated effluent needs of future development, the individual project applicant would incur all costs associated with upgrades to the wastewater system.

Development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project and on a vacant lot, would be required to modify the existing on-site sewer lines as necessary and would connect to existing lines. Individual project plans would be reviewed by the City's Bureau of Sanitation to determine if any additional infrastructure is needed on- or off-site. Future development would be required to comply with all applicable City regulations. Further, as discussed in **Section 13(a), Population and Housing,** future development of the vacant lots would result in a minimal population in the Project Area, but that would be within the overall population anticipated in the General Framework Element. As these minimal increases in population are planned for, wastewater impacts would be less than significant and no further analysis is 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. See response to **Section 17(a)** above for impacts regarding wastewater.

The LADWP would provide water service to the Project Area. Water is conveyed to single-family units in the Project Area along several circulating water mains of varying sizes.

As described in the Project Description, the majority of the single-family zoned parcels are developed. Further, the LADWP has an ongoing program of facility replacement and upgrades to meet the anticipated water demands based upon the City's adopted General

Plan Framework Element. The LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances.

Development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project and on a vacant lot, would be required to modify the existing on-site water lines as necessary and would connect to existing lines described above. Individual project plans would be reviewed by the LADWP to determine if any additional infrastructure is needed on- or off-site. Future development would be required to comply with all applicable LADWP regulations. Impacts to the existing water distribution system would be less than significant and no further analysis is required.

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?**

Less Than Significant Impact. A significant impact would occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

The proposed Project applies specific requirements related to form and massing to single-family zoned parcels in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. As described in **Section 9(e), Hydrology and Water Quality,** development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would not result in a significant increase in individual site runoff or changes to the local drainage patterns. Runoff from individual project sites would continue to be collected on the individual site and directed towards existing storm drains in the vicinity. In addition, future development that occurs within the Project Area would be required to comply with existing local, state, and federal regulations to mitigate potential stormwater impacts.

To comply with the City's Green Building Code, future development that disturbs less than one acre of land and is not part of a larger common plan of development which in total disturbs one acre or more, would be required to manage stormwater drainage during construction by implementing one or more of the following measures:

- Retention basins of sufficient size shall be utilized to retain stormwater on the site;
- Where stormwater is conveyed to a public drainage system, collection point, gutter, or similar disposal method, water shall be filtered by use of a barrier system, wattle or other method approved by the City
- Compliance with the City's stormwater management ordinance.

Additionally, all future project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs

during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with City grading regulations, construction impacts related to stormwater discharge would be less than significant, and no further analysis of this issue is required.

During the proposed Project's operational phase, in accordance with the City's LID Ordinance, individual project applicants would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, future individual projects would meet the City's water quality standards.

Therefore, impacts related to operational stormwater discharges would be less than significant. No further analysis of this issue is required.

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

Less Than Significant Impact. See response to **Section 17(b)**, above.

Senate Bill 221 and Senate Bill 610 amended existing California law regarding land use planning and water supply availability by requiring more information and assurance of supply than is currently required in an UWMP. As of January 1, 2002, California law requires water retail providers, like the LADWP, to demonstrate that sufficient and reliable supplies are available to serve large-scale developments (i.e., 500 dwelling units or 500,000 square feet of commercial space) prior to completion of the environmental review process and approval of such large-scale projects.

Under SB 610, it is the responsibility of the water service provider to prepare a Water Supply Assessment requested by a City or County for any "project" defined by Section 10912 of the Water Code that is subject to CEQA.

Section 10912 of the Water Code defines a "project" as

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;
- a proposed industrial, manufacturing or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;

- a proposed mixed-use project that includes one or more of the previously listed projects; or

- a proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

The proposed Project applies specific requirements related to form and massing to single-family zoned parcels in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

Further, development, (e.g., demolition, addition to, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project, would not meet any of the criteria resulting in the need for a Water Supply Assessment; therefore, a Water Supply Assessment is not necessary.

The California Urban Management Planning Act requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (afy) of water to prepare an UWMP. When preparing an UWMP and projecting the area's future water demand, water agencies must consider demographic factors including expected population and housing growth. The 2010 UWMP[69] prepared by LADWP includes estimates of past, current, and projected probable and recycled water use, identifies conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. According to LADWP, there are adequate supplies available to serve City needs through 2035.[70]

Water supply to the Project Area is provided by the LADWP.[71] As discussed in **Section 17(b)** above, the LADWP continuously upgrades water infrastructure and facilities to ensure the City's anticipated water demands can be met. In addition, as required by the California Urban Management Planning Act, the LADWP releases an updated UWMP every five years. The main goal of the UWMP is to forecast future water demands and water supplies under average and dry year conditions; identify future water supply projects such as recycled water; provide a summary of water conservation BMPs; and provide a single and multi-dry year management strategy.[72] When projecting water demand the LADWP considers demographics, socioeconomics, conservation regulations, historical weather patterns, and non-revenue water (e.g., the difference between total water consumption and billed water use).[73] Thus, compliance with existing water regulations (e.g., preparation of an UWMP) and programs (continuous monitoring and upgrades of existing facilities and infrastructure) would result in a less

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69 The LADWP is currently drafting the 2015 UWMP.

70 City of Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R.

71 Includes imported water.

72 City of Los Angeles Department of Water and Power, *Draft 2015 UWMP,* February 2016.

73 City of Los Angeles Department of Water and Power, *Draft 2015 UWMP,* February 2016.

than significant impact to the City's existing water supply. No further analysis is 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. See **Response 17(a)** above.

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

Less Than Significant Impact. The Project Area includes all developed and vacant lots zoned R1, RA, RE, and RS citywide. In general the Project Area is developed with single-family uses.

Construction activities associated with development that occurs pursuant to the proposed Project would generate inert waste. Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard, and green wastes. Pursuant to the California Green Building Code, individual project applicants would be required to recycle/divert 65 percent of the construction waste. The remainder would be disposed of in a Class III landfill.

The Azusa Land Reclamation Landfill is owned, operated, and located in Los Angeles County (County). The landfill has an expected lifetime of 189 years. In addition, inert waste collected throughout the County, including from the Project Area, could be disposed of in local inert landfills and facilities operated by local municipalities and located throughout the County. Waste generated during the construction activities would result in an incremental and intermittent increase in solid waste disposal at landfills generally in the surrounding area. As the Azusa Land Reclamation Landfill has a life expectancy of 189 years, solid waste impacts related to construction activities would be less than significant.

A majority of the City's solid waste is disposed of in the Sunshine Canyon Landfill;[74] however, depending on with whom the hauler has contracts, the waste could be sent to Chiquita Canyon, Simi Valley, or any of a number of other sites. **Table 6, Los Angeles County Disposal Facilities Used by the City of Los Angeles (2014),** includes the County's disposal facilities where non-recyclable solid waste generated by the City was disposed of in 2014.

74 City of Los Angeles, 2013 Zero Waste Progress Report, http://www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf, accessed May 5, 2016.

Table 6
Los Angeles County Disposal Facilities Used By the City of Los Angeles (2014)

County of Los Angeles Facility	Total Annual Disposal of Solid Waste	City of Los Angeles Total Annual Disposal of Solid Waste	Percentage of Total Annual Disposal expended by the City
Antelope Valley Landfill	441,000 tons	251,370 tons	57 percent
Calabasas Landfill	221,000 tons	132,600 tons	60 percent
Chiquita Canyon Landfill	1,064,000 tons	585,200 tons	55 percent
Commerce Refuse to Energy Facility	96,000 tons	20,160 tons	21 percent
Lancaster Landfill	96,000	960 tons	1 percent
Southeast Resource Recovery Facility	416,000	45,760 tons	11 percent
Sunshine Canyon Landfill	2,366,000	1,466,920 tons	62 percent
	Total:	2,502,970 tons	

Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report.
Notes: Total does not include inert waste or solid waste that was exported to facilities outside of Los Angeles County.

As a majority of the Project Area is developed, solid waste impacts from operation of the newly developed lots would be minimal and likely is planned for in existing solid waste plans.

The County identifies landfill capacity in 15 year planning periods, the most recent of which ends in 2027.[75] Recent landfill expansion approvals and proposal for expansion at existing County landfills indicate that solid waste disposal facilities and other waste management options will be available beyond this date as new facilities and technologies are created to meet demand. Further, the County completes annual reviews of solid waste demand and existing capacity (of each facility) in each subsequent annual report, to ensure the solid waste generated in the County can be properly disposed of at existing solid waste facilities. Thus, sufficient capacity remains at the existing solid waste facilities (as shown in **Table 6**), necessary to accommodate the solid waste generated during operation of the proposed Project. Impacts would be less than significant and no further analysis is required.

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

No Impact. A significant impact may occur if a project (defined above) would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2007, the City of Los Angeles initiated a Solid Waste Integrated

75 County of Los Angeles Department of Public Works, Los Angeles County Integrated Waste Management Plan 2012 Annual Report.

Resource Plan (SWIRP) with goals of moving toward zero waste by 2030. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70 percent of the solid waste generated in the City by 2013, diverting 90 percent by 2025, and becoming a zero waste city by 2030. As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by AB 939.[76]

The proposed Project applies specific requirements related to form and massing to single-family zoned parcels within the Project Area. It does not include any recreational facilities. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would be required to comply with applicable regulations regarding solid waste disposal. No impacts would occur and no further analysis is required.

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76 City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact. As discussed in **Section 4, Biological Resources,** the proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Further, development (e.g., additions, new construction) of single-family zoned parcels that occurs pursuant to the proposed Project would not impact any endangered fauna or flora, modify any special status species habitat, and would only occur on lots zoned for single-family development. Due to the developed nature of the Project Area (e.g., single-family neighborhoods) and the surrounding area, construction activities and operation of future development would not impact the habitat or population in the Project Area. In addition, the proposed Project does not propose or authorize any new development in any identified Biological Resource Areas. The proposed Project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal.

As discussed in **Section 5, Cultural Resources** potential impacts related to archaeological and paleontological resources would be less than significant following the implementation of the regulatory compliance measures. No further analysis 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)?

No Impact. Based on the proceeding discussions, no significant impacts were identified for the 17 environmental factors analyzed above. As the proposed Project would not result in any unmitigated significant impacts, there would be no cumulative impacts. No impact would occur and no further analysis is required.

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

Less Than Significant Impact. As identified throughout the analysis, the proposed Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant and no further analysis is required.

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VI. ACRONYMS

Acre-Feet Per Year	AFY
Air Quality Management Plan	AQMP
Asbestos Containing Material	ACM
Assembly Bill 32	AB 32
Baseline Hillside Ordinance	BHO
Baseline Mansionization Ordinance	BMO
Best Management Practices	BMP
California Ambient Air Quality Standards	CAAQS
California Building Code	CBC
California Code of Regulations	CCR
California Department of Transportation	Caltrans
Carbon Dioxide	CO_2
California Environmental Quality Act	CEQA
California Geological Survey	CGS
California Integrated Waste Management Act	AB 939
California Water Code	CWC
Carbon Monoxide	CO
Climate Action Plan	CAP
Coarse Inhalable Particular Material	PM10
Congestion Management Program	CMP
Department of Building and Safety	DBS
Department of Toxic Substances Control	DTSC
Emergency Operation Center	EOC
Equivalent Mass of CO_2	CO_2e
Federal Emergency Management Agency	FEMA
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Fine Inhalable Particular Material	PM2.5
Flood Insurance Rate Maps	FIRM
Floor Area Ratio	FAR
Greenhouse Gas	GHG
Heating Ventilating and Air Conditioning	HVAC
Historic Preservation Overlay Zone	HPOZ
Hydrofluorocarbon	HFC
Initial Study	IS
Interim Control Ordinance	ICO
Lead	Pb
Lead Based Paint	LBP
Los Angeles Department of Building and Safety	LADBS
Los Angeles Department of Water and Power	LADWP
Los Angeles Fire Department	LAFD
Los Angeles International Airport	LAX
Los Angeles Municipal Code	LAMC
Los Angeles Police Department	LAPD

Los Angeles Public Library	LAPL
Los Angeles Unified School District	LAUSD
Low Impact Development	LID
Methane	CH_4
Metropolitan Water District	MWD
Migratory Bird Treaty Act	MBTA
Most Likely Descendant	MLD
National Ambient Air Quality Standards	NAAQS
National Pollution Discharge Elimination System	NPDES
Native American Heritage Commission	NAHC
Negative Declaration	ND
Nitrogen Dioxide	NO2
Nitrogen Oxide	NO_x
Nitrous Oxide	N_2O
Ozone	O_3
Peak Particle Velocity	PPV
Perfluorocarbons	PFC
Residential Floor Area	RFA
Regional Transportation Plan/Sustainable Communities Strategy	RTP/SCS
Regional Water Quality Control Board	RWQCB
San Fernando Basin	SFB
Senate Bill 375	SB 375
Special Flood hazard Areas	SFHA
Solid Waste Integrated Resource Plan	SWIRP
State Water Resources Control Board	SWRCB
Sulfur Hexafluoride	SF_6
Toxic Air Contaminants	TAC
Traffic Impact Analysis	TIA
Urban Water Management Plan	UWMP
Uniform Building Code	UBC
Southern California Association of Governments	SCAG
South Coast Air Basin	(SoCAB)
South Coast Air Quality Management District	SCAQMD
Sulfur Dioxide	SO2
Volatile Organic Compounds	VOC
Watershed Protection Divisions	WPD